



10/11/2022

AMENDMENTS: 66

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Guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013

Proposal for a regulation COM(2021)0812 - C9-0472/2021 – 2021/0420(COD)

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Amendments per language:

EN: 52

ES: 14

Amendments justification with more than 500 chars : 0

Amendments justification number with more than 500 chars :

Amendment 1
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 4

Text proposed by the Commission

(4) The realisation of the trans-European transport network creates the enabling conditions in terms of infrastructure basis allowing to make all transport modes more sustainable, affordable and inclusive, to make sustainable alternatives widely available in a multimodal transport system and to put in place the right incentives to drive the transition, notably by ensuring a fair transition, in line with the objectives presented in the Council Recommendation (EU) [...] of [...] on ensuring a fair transition towards climate neutrality.

Amendment

(4) The realisation of the trans-European transport network creates the enabling conditions in terms of infrastructure basis allowing to make all transport modes more sustainable, affordable and inclusive ***in all of the EU's regions***, to make sustainable alternatives widely available in a multimodal transport system and to put in place the right incentives to drive the transition, notably by ensuring a fair transition, in line with the objectives presented in the Council Recommendation (EU) [...] of [...] on ensuring a fair transition towards climate neutrality.

Or. en

Amendment 2
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Growth in traffic has resulted in increased congestion in international transport. In order to ensure the international mobility of passengers and goods, the capacity of the trans-European transport network and the use of that capacity should be optimised and, where necessary, expanded by removing infrastructure bottlenecks and bridging missing infrastructure links within and between Member States and, as

Amendment

(6) Growth in traffic has resulted in increased congestion in international transport. In order to ensure the international mobility of passengers and goods, the ***resilience and*** capacity of the trans-European transport network and the use of that capacity should be optimised and, where necessary, expanded by removing infrastructure bottlenecks and bridging missing infrastructure links within and between Member States and, as

appropriate, neighbouring countries, and taking into account the ongoing negotiations with candidate and potential candidate countries.

appropriate, neighbouring countries, and taking into account the ongoing negotiations with candidate and potential candidate countries.

Or. en

Amendment 3
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) Given the evolution of the Union infrastructure needs and the decarbonisation goals, the Conclusions of the 2020 July European Council, according to which Union expenditure should be consistent with Paris Agreement objectives and the "do no significant harm" principle, within the meaning of Article 17 of the Taxonomy Regulation¹⁷, projects of common interest should be assessed in order to ensure that TEN-T policy is coherent with transport, environmental and climate policy objectives of the Union. Member States and other project promoters should carry out environmental assessments of plans and projects which should include the “do no significant harm” assessment based on the latest available guidance and best practice. In cases that the implementation of a project of common interest entails a significant harm to an environmental or climate objective, reasonable alternatives should be considered.

¹⁷ Regulation (EU) 2020/852 of the European Parliament and of the Council of

Amendment

(13) Given the evolution of the Union infrastructure needs and the decarbonisation goals, the Conclusions of the 2020 July European Council, according to which Union expenditure should be consistent with Paris Agreement objectives and the "do no significant harm" principle, within the meaning of Article 17 of the Taxonomy Regulation¹⁷, projects of common interest should be assessed in order to ensure that TEN-T policy is coherent with transport, environmental and climate policy objectives of the Union. Member States and other project promoters should carry out environmental assessments of plans and projects which should include the “do no significant harm” assessment based on the latest available guidance and best practice. In cases that the implementation of a project of common interest entails a significant harm to an environmental or climate objective, reasonable alternatives should be considered, ***in particular when the project contribute to ensure accessibility and connectivity for the outermost, remote, rural, island, peripheral and mountainous regions.***

¹⁷ Regulation (EU) 2020/852 of the European Parliament and of the Council of

18 June 2020 on the establishment of a framework to facilitate sustainable investment, and amending Regulation (EU) 2019/2088 (Text with EEA relevance) (OJ L 198, 22.6.2020, p. 13).

18 June 2020 on the establishment of a framework to facilitate sustainable investment, and amending Regulation (EU) 2019/2088 (Text with EEA relevance) (OJ L 198, 22.6.2020, p. 13).

Or. en

Amendment 4
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 16

Text proposed by the Commission

(16) The interests of regional and local authorities, as well as those of the public concerned by a project of common interest, **should** be appropriately taken into account in the planning and construction phase of projects.

Amendment

(16) The interests of regional and local authorities, as well as those of the public concerned by a project of common interest, **must** be appropriately taken into account in the planning and construction phase of projects.

Or. en

Amendment 5
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 24

Text proposed by the Commission

(24) The core network with a deadline of 2030 and the extended core network with a deadline of 2040 should constitute the foundation of the sustainable multimodal transport network, representing the strategically most important nodes and links of the trans-European transport network, according to traffic needs. They should stimulate the development of the entire comprehensive network and enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-

Amendment

(24) The core network with a deadline of 2030 and the extended core network with a deadline of 2040 should constitute the foundation of the sustainable multimodal transport network, representing the strategically most important nodes and links of the trans-European transport network, according to traffic needs. They should stimulate the development of the entire comprehensive network and enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-

border sections, missing links, multimodal connecting points and major bottlenecks.

border sections, *including maritime cross-border nodes*, missing links, multimodal connecting points and major bottlenecks.

Or. en

Amendment 6
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 27

Text proposed by the Commission

(27) The land-side infrastructure network, established through the core network, extended core network and comprehensive network, should integrate with the maritime dimension of the trans-European transport network. To this end, a truly sustainable, smart, seamless and resilient European Maritime Space should be created. It should encompass all maritime infrastructure components of the trans-European transport network.

Amendment

(27) The land-side infrastructure network, established through the core network, extended core network and comprehensive network, should integrate with the maritime dimension of the trans-European transport network. To this end, a truly sustainable, smart, seamless and resilient European Maritime Space should be created. It should encompass all maritime infrastructure components of the trans-European transport network *while paying a special attention to islands and outermost regions*.

Or. en

Amendment 7
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 30

Text proposed by the Commission

(30) As stated in the Sustainable and Smart Mobility Strategy, an integration of the Core Network Corridors and of the Rail Freight Corridors into ‘European Transport Corridors’ is needed to increase synergies between infrastructure planning and the operation of transport. The European Transport Corridors should become the instrument for the development of

Amendment

(30) As stated in the Sustainable and Smart Mobility Strategy, an integration of the Core Network Corridors and of the Rail Freight Corridors into ‘European Transport Corridors’ is needed to increase synergies between infrastructure planning and the operation of transport. The European Transport Corridors should become the instrument for the development of

sustainable and multimodal freight and passenger transport flows in Europe and for the development of interoperable high quality infrastructure and operational performance. As such, they should also be the tool to realise the vision of creating a highly competitive rail network across the Union.

sustainable and multimodal freight and passenger transport flows in Europe and for the development of interoperable high quality infrastructure and operational performance. As such, they should also be the tool to realise the vision of creating a highly competitive *multimodal transport* rail network across the Union.

Or. en

Amendment 8
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 34

Text proposed by the Commission

(34) Projects of common interest to develop the trans-European transport network in line with the requirements set out in this Regulation have European added value, as they contribute to a high-quality, interoperable and multimodal European network, increasing sustainability, cohesion, efficiency or user benefits. The European added value is higher if it leads, in addition to the potential value for the respective Member State alone, to significant improvements of transport connections or transport flows between Member States or between a Member State and a third country. Such cross-border projects should be the subject of priority intervention by the Union in order to ensure that they are implemented.

Amendment

(34) Projects of common interest to develop the trans-European transport network in line with the requirements set out in this Regulation have European added value, as they contribute to a high-quality, interoperable and multimodal European network, increasing sustainability, *resilience of strategic infrastructures*, cohesion, efficiency or user benefits. The European added value is higher if it leads, in addition to the potential value for the respective Member State alone, to significant improvements of transport connections or transport flows between Member States or between a Member State and a third country. Such cross-border projects should be the subject of priority intervention by the Union in order to ensure that they are implemented.

Or. en

Amendment 9
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 40

Text proposed by the Commission

(40) A more sustainable, resilient and reliable rail freight network across Europe should be established to contribute to the competitiveness of combined transport. The infrastructure for combined **railway** transport and of terminals should be upgraded to ensure that intermodal transport is primarily done by rail, inland waterways or short-sea shipping and that any initial and/or final legs carried out by road are as short as possible.

Amendment

(40) A more sustainable, resilient and reliable rail freight network across Europe should be established to contribute to the competitiveness of **the multimodal and** combined transport. The infrastructure for combined transport and of terminals should be upgraded to ensure that intermodal transport is primarily done by rail, inland waterways or short-sea shipping and that any initial and/or final legs carried out by road are as short as possible.

Or. en

Amendment 10
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 42

Text proposed by the Commission

(42) ERTMS should be deployed in a continuous manner not only on the core network, extended core network and comprehensive network, including in the urban nodes, but also on access routes to multimodal terminals. This will enable operations with ERTMS **only** and boost the business case of railway undertakings.

Amendment

(42) ERTMS should be deployed **and synchronised** in a continuous manner not only on the core network, extended core network and comprehensive network, including in the urban nodes, but also on access routes to multimodal terminals. **Synchronised means a coordinated approach in time and place between infrastructure roll out and the roll out of on-board units of trains.** This will enable **cross-border** operations with ERTMS and boost **operational harmonisation and** the business case of railway undertakings.

Or. en

Amendment 11
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 44

Text proposed by the Commission

(44) La implantación del ERTMS debe ir acompañada de un plazo reglamentario para el desmantelamiento de los sistemas de clase B en tierra, de modo que el ERTMS sea el único sistema de señalización que se utilice en los Estados miembros. El desmantelamiento de los sistemas de clase B en tierra supondrá importantes ahorros de mantenimiento para los administradores de infraestructuras, ya que implantar el ERTMS y mantener sistemas adicionales en tierra durante un período prolongado es muy costoso y complicado. Los sistemas de clase B deben eliminarse de forma coordinada con un período transitorio suficiente, de aquí a 2040, que permita a las empresas ferroviarias prever el cambio y adoptar la estrategia de migración más adecuada. El ERTMS, al ser un sistema, requiere una implantación sincronizada tanto en tierra como a bordo, y los beneficios totales del sistema solo se producen cuando tanto los trenes como las vías están equipados.

Amendment

(44) La implantación del ERTMS debe ir acompañada de un plazo reglamentario para el desmantelamiento de los sistemas de clase B en tierra, de modo que el ERTMS sea el único sistema de señalización que se utilice en los Estados miembros. El desmantelamiento de los sistemas de clase B en tierra supondrá importantes ahorros de mantenimiento para los administradores de infraestructuras, ya que implantar el ERTMS y mantener sistemas adicionales en tierra durante un período prolongado es muy costoso y complicado. Los sistemas de clase B deben eliminarse de forma coordinada con un período transitorio suficiente, de aquí a 2040, que permita a las empresas ferroviarias prever el cambio y adoptar la estrategia de migración más adecuada. El ERTMS, al ser un sistema, requiere una implantación sincronizada tanto en tierra como a bordo, y los beneficios totales del sistema, ***incluidos los de seguridad***, solo se producen cuando tanto los trenes como las vías están equipados.

Or. es

Amendment 12
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 46 a (new)

Text proposed by the Commission

Amendment

(46 a) Maritime ports play a key role in the import, export, storage, distribution, production and security of supply of energy that should be considered when assessing their role in the network. Synergies between TEN-T and TEN-E should be maximised to ensure the coherence and comprehensiveness of the

networks;

Or. en

Amendment 13
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 52

Text proposed by the Commission

(52) Member States should establish a national SUMP support programme aimed at promoting the uptake of SUMPs and improving coordination among regions, cities and towns. It should support regions and urban areas to develop high-quality SUMPs and reinforce monitoring and evaluation of the SUMP implementation through legislative measures, guidance, capacity building, assistance and possibly financial support.

Amendment

(52) Member States should establish a national SUMP support programme aimed at promoting the uptake of SUMPs and improving coordination among regions, cities and towns. It should support regions and urban areas to develop high-quality SUMPs and reinforce monitoring and evaluation of the SUMP implementation through legislative measures, guidance, capacity building, assistance and possibly financial support. ***To complement the support provided by national support programmes, the European Commission facilitates exchanges between nodes in "corridor forums".***

Or. en

Amendment 14
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 69

Text proposed by the Commission

(69) Los planes de trabajo de los coordinadores europeos deben utilizarse para promover la cooperación entre todas las partes interesadas pertinentes, reforzar la complementariedad con las acciones de los Estados miembros y los administradores de infraestructuras y, en particular, para fijar los hitos y las prioridades de las inversiones. Sobre la

Amendment

(69) Los planes de trabajo de los coordinadores europeos deben utilizarse para promover la cooperación entre todas las partes interesadas pertinentes, reforzar la complementariedad con las acciones de los Estados miembros y los administradores de infraestructuras y, en particular, para fijar los hitos y las prioridades de las inversiones. Sobre la

base de los planes de trabajo, la Comisión debe adoptar actos de ejecución que establezcan las prioridades para la planificación de infraestructuras y para la financiación.

base de los planes de trabajo, la Comisión debe adoptar actos de ejecución que establezcan las prioridades para la planificación de infraestructuras y para la financiación ***que no podrá otorgarse si no se respetan las prioridades fijadas a nivel europeo.***

Or. es

Amendment 15
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 71

Text proposed by the Commission

(71) Taking into account the Union Action Plan on Military Mobility of March 2018²⁷ the Commission should assess the need to adapt the trans-European transport network to reflect the military use of the infrastructure. Based on the gap analysis between the trans-European transport network and the military requirements²⁸ additional roads ***and*** railways should be included in the trans-European network to enhance the synergies between civilian and military transport networks.

²⁷ Joint Communication to the European Parliament and the Council on the Action Plan on Military Mobility (JOIN(2018)05 final).

²⁸ Joint Staff Working Document on the updated Gap Analysis between the military requirements and the trans-European transport network requirements, 17 July 2020, (SWD(2020) 144 final).

Amendment

(71) Taking into account the Union Action Plan on Military Mobility of March 2018²⁷ the Commission should assess the need to adapt the trans-European transport network to reflect the military use of the infrastructure. Based on the gap analysis between the trans-European transport network and the military requirements²⁸ additional roads, railways ***and maritime infrastructure*** should be included in the trans-European network to enhance the synergies between civilian and military transport networks.

²⁷ Joint Communication to the European Parliament and the Council on the Action Plan on Military Mobility (JOIN(2018)05 final).

²⁸ Joint Staff Working Document on the updated Gap Analysis between the military requirements and the trans-European transport network requirements, 17 July 2020, (SWD(2020) 144 final).

Or. en

Amendment 16
Izaskun Bilbao Barandica

Proposal for a regulation
Article 3 – paragraph 1 – point d

Text proposed by the Commission

(d) 'cross-border section' means the section which ensures the continuity of a project of common interest on both sides of the border, between the closest urban nodes to the border of two Member States or between a Member State and a neighbouring country;

Amendment

(d) 'cross-border section' means the section which ensures the continuity of a project of common interest on both sides of the border, between the closest urban nodes to the border of two Member States or between a Member State and a neighbouring country, ***or refers to infrastructure in maritime ports, which enables cross-border maritime transport flows;***

Or. en

Amendment 17
Izaskun Bilbao Barandica

Proposal for a regulation
Article 3 – paragraph 1 – point l

Text proposed by the Commission

(l) 'multimodal passenger hub' means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface between urban nodes and longer-distance transport networks;

Amendment

(l) 'multimodal passenger hub' means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface between ***and within*** urban nodes and longer-distance transport networks;

Or. en

Amendment 18
Izaskun Bilbao Barandica

Proposal for a regulation
Article 3 – paragraph 1 – point w

Text proposed by the Commission

(w) 'European Rail Traffic Management System' (ERTMS) means the system defined in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919³⁸ ;

³⁸ Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1).

Amendment

(w) 'European Rail Traffic Management System' (ERTMS) means the system defined in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919³⁸;
In addition, whenever ERTMS is mentioned in the context of implementation deadlines, then ERTMS refers to the two existing ERTMS parts ETCS and GSM-R/GPRS/FRMCS.

³⁸ Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1).

Or. en

Amendment 19
Izaskun Bilbao Barandica

Proposal for a regulation
Article 3 – paragraph 1 – point x

Text proposed by the Commission

(x) 'radio-based ERTMS' means ***ERTMS of level 2 or level 3 that uses radio to pass movement authorities to the*** train pursuant to Commission Regulation (EU) 2016/919³⁹ ;

³⁹ Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to

Amendment

(x) 'radio-based ERTMS' means ***the radio based train control system ETCS application level 2 or level 3 that can be used with/without a class B system and with or without lineside signals and uses radio (GSM-R/GPRS/FRMCS) to pass all safety and non-safety related data exchange between track and*** train pursuant to Commission Regulation (EU) 2016/919³⁹ ;

³⁹ Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to

the ‘control-command and signalling’ subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p.1).

the ‘control-command and signalling’ subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p.1).

Or. en

Amendment 20

Izaskun Bilbao Barandica

Proposal for a regulation

Article 3 – paragraph 1 – point z

Text proposed by the Commission

(z) ‘maritime port’ means an area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of **waterborne** vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area;

Amendment

(z) ‘maritime port’ means an area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of **sea-going** vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area;

Or. en

Amendment 21

Izaskun Bilbao Barandica

Proposal for a regulation

Article 3 – paragraph 1 – point aa

Text proposed by the Commission

(aa) ‘short-sea shipping’ means the movement of cargo and passengers by sea between ports situated in geographical waters of Member States or between a port situated in waters of Member States and a port situated in waters of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union;

Amendment

(aa) ‘short-sea shipping’ means the movement of cargo and passengers by sea between ports situated in geographical waters of Member States or between a port situated in waters of Member States and a port situated in waters of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union **or in direct proximity to the EU’s outermost regions**;

Amendment 22
Izaskun Bilbao Barandica

Proposal for a regulation
Article 4 – paragraph 2 – point a – point ii

Text proposed by the Commission

(ii) enabling greater use of more sustainable modes of transport, including by further developing a long-distance rail passenger network at high speed and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network across the Union;

Amendment

(ii) enabling greater use of more sustainable modes of transport, including by further developing a long-distance rail passenger network at high speed and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network **for passengers and freight** across the Union;

Or. en

Amendment 23
Izaskun Bilbao Barandica

Proposal for a regulation
Article 4 – paragraph 2 – point b – point i

Text proposed by the Commission

(i) accessibility and connectivity of all regions of the Union, including outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;

Amendment

(i) accessibility and connectivity of all regions of the Union, including outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas **paying a special attention to fostering connectivity within these regions**;

Or. en

Amendment 24
Izaskun Bilbao Barandica

Proposal for a regulation
Article 4 – paragraph 2 – point c – point ii a (new)

Text proposed by the Commission

Amendment

ii bis) eliminación de los cuellos de botellas con la construcción de los enlaces transfronterizos

Or. es

Amendment 25

Izaskun Bilbao Barandica

Proposal for a regulation

Article 4 – paragraph 2 – point c – point vii a (new)

Text proposed by the Commission

Amendment

(vii a) the adaptation of regulatory standards to territorial realities;

Or. en

Amendment 26

Izaskun Bilbao Barandica

Proposal for a regulation

Article 4 – paragraph 2 – point d – point i

Text proposed by the Commission

Amendment

i) garantizando la accesibilidad, así como la satisfacción de las necesidades de movilidad y transporte de los usuarios, habida cuenta, en particular, de las necesidades de las personas en situación de vulnerabilidad, incluidas las personas con discapacidad o movilidad reducida y las personas que viven en regiones remotas, como las regiones ultraperiféricas y las islas;

i) garantizando la accesibilidad ***adaptada***, así como la satisfacción de las necesidades de movilidad y transporte de los usuarios, habida cuenta, en particular, de las necesidades de las personas en situación de vulnerabilidad, incluidas las personas con discapacidad o movilidad reducida y las personas que viven en regiones remotas, como las regiones ultraperiféricas y las islas;

Or. es

Amendment 27

Izaskun Bilbao Barandica

Proposal for a regulation
Article 4 – paragraph 2 – point d – point v

Text proposed by the Commission

(v) ensuring the resilience of infrastructure, in particular on cross-border sections;

Amendment

(v) ensuring the resilience of infrastructure, in particular on cross-border sections, ***including maritime cross-border nodes***;

Or. en

Amendment 28
Izaskun Bilbao Barandica

Proposal for a regulation
Article 5 – title

Text proposed by the Commission

Resource-efficient network and environmental protection

Amendment

Resource-efficient network, ***resilience*** and environmental protection

Or. en

Amendment 29
Izaskun Bilbao Barandica

Proposal for a regulation
Article 5 – paragraph 1 – point i

Text proposed by the Commission

(i) the resilience of infrastructure, especially at cross-border sections, assuring to respond and recover rapidly from traffic disruptions.

Amendment

(i) the resilience of infrastructure, especially at cross-border sections, ***including European Transport Corridors***, assuring to respond and recover rapidly from traffic disruptions.

Or. en

Amendment 30
Izaskun Bilbao Barandica

Proposal for a regulation
Article 9 – paragraph 1 – point b

Text proposed by the Commission

(b) ensure the connection between the trans-European transport network and the transport networks of the third countries at border crossing points, in order to guarantee seamless traffic flows, border checks, border surveillance and other border control procedures;

Amendment

(b) ensure the connection between the trans-European transport network and the transport networks of the third countries at border crossing points, ***including maritime cross-border nodes*** in order to guarantee seamless traffic flows, border checks, border surveillance and other border control procedures;

Or. en

Amendment 31
Izaskun Bilbao Barandica

Proposal for a regulation
Article 9 – paragraph 1 – point e

Text proposed by the Commission

(e) facilitate maritime transport and promote short-sea shipping routes with third countries;

Amendment

(e) facilitate maritime transport and promote short-sea shipping routes with third countries ***including third countries in direct proximity to the EU's outermost regions***;

Or. en

Amendment 32
Izaskun Bilbao Barandica

Proposal for a regulation
Article 12 – paragraph 1 – point d

Text proposed by the Commission

(d) bridging missing links and removing bottlenecks, particularly in cross-border sections;

Amendment

(d) bridging missing links and removing bottlenecks, particularly in cross-border sections, ***including maritime cross-border nodes***;

Or. en

Amendment 33
Izaskun Bilbao Barandica

Proposal for a regulation
Article 12 – paragraph 2 – point a

Text proposed by the Commission

a) contribuir a la reducción de las emisiones del transporte y al aumento de la seguridad energética, promoviendo el uso de vehículos y buques de cero emisiones y combustibles renovables y con bajas emisiones de carbono, mediante la implantación de la correspondiente infraestructura para los combustibles alternativos;

Amendment

a) contribuir a la reducción de las emisiones del transporte y al aumento de la seguridad energética, promoviendo el uso de vehículos y buques de cero emisiones y combustibles renovables, **alternativos** y con bajas emisiones de carbono, mediante la implantación de la correspondiente infraestructura para los combustibles alternativos;

Or. es

Amendment 34
Izaskun Bilbao Barandica

Proposal for a regulation
Article 13 – paragraph 1 – point c

Text proposed by the Commission

(c) the development of a seamless inland waterways, aviation and maritime infrastructure system;

Amendment

(c) the development of a seamless inland waterways, aviation and maritime infrastructure system **for passengers and freight**;

Or. en

Amendment 35
Izaskun Bilbao Barandica

Proposal for a regulation
Article 17 – paragraph 1 – point a

Text proposed by the Commission

(a) ERTMS is equipped;

Amendment

(a) ERTMS is equipped **whilst a synchronised and harmonised ERTMS deployment of tracksides and onboard is**

ensured;

Or. en

Amendment 36
Izaskun Bilbao Barandica

Proposal for a regulation
Article 17 – paragraph 5

Text proposed by the Commission

5. Member States shall ensure that on the railway infrastructure of the core network, the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), as of 31 December 2025, in case of construction of a new line or upgrade of the signalling system, radio-based ERTMS is being deployed.

Amendment

5. Member States shall ensure that on the railway infrastructure of the core network, the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), as of 31 December 2025, in case of construction of a new line or upgrade ***the train protection part of a CCS subsystem being in service, when the upgrading changes the functions or the performance of the subsystem*** of the signalling system, radio-based ERTMS is being deployed.

Or. en

Amendment 37
Izaskun Bilbao Barandica

Proposal for a regulation
Article 17 – paragraph 6

Text proposed by the Commission

6. At the request of a Member State, in duly justified cases, exemptions may be granted by the Commission by means of implementing acts in respect of requirements referred to in paragraphs 1 to 5. Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament

Amendment

6. At the request of a Member State, ***only*** in duly justified cases, exemptions may be granted by the Commission by means of implementing acts in respect of requirements referred to in paragraphs 1 to 5. Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability ***on track capacity as well as the railway sector's implementation capacity and the Railway***

and of the Council⁵⁹, be coordinated and agreed with the neighbouring Member State(s) where applicable.

Supply Industry Readiness Level. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council⁵⁹, be coordinated and agreed with the neighbouring Member State(s) where applicable. ***The exemptions granted by the Commission shall take duly consider the deployment progress along the whole Network and shall not endanger the deployment with the deadlines set. The exemptions shall duly consider the necessary operational maintenance.***

⁵⁹ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).

⁵⁹ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).

Or. en

Amendment 38
Izaskun Bilbao Barandica

Proposal for a regulation
Article 17 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6 a. Member States shall ensure that the concerned actors are duly informed about ERTMS deployment at least 3 years before the ETCS trackside deployment and 5 years before the decommissioning of class B systems. A shorter period is allowed if this is agreed between the IMs and the concerned actors and duly notified to the Member State through the ERTMS National Implementation Plan aiming at ensuring the synchronised and harmonised trackside/on-board ERTMS national deployment

Or. en

Amendment 39
Izaskun Bilbao Barandica

Proposal for a regulation
Article 17 – paragraph 6 b (new)

Text proposed by the Commission

Amendment

6 b. The European Commission shall ensure regulatory alignment of this Regulation and the Technical Specifications for Interoperability (TSI CCS and TSI INF) implying the alignment of provisions as well as the effective implementation.

Or. en

Amendment 40
Izaskun Bilbao Barandica

Proposal for a regulation
Article 19 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(g a) Gradual introduction of innovative technologies including FRMCS infrastructure at least on the Core and Extended Core Networks.

Or. en

Amendment 41
Izaskun Bilbao Barandica

Proposal for a regulation
Article 25 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) any maritime port of the comprehensive network that serves freight traffic offers at least one multimodal freight terminal which is open to all operators and users in a non-discriminatory way and which applies transparent and

(b) any maritime port of the comprehensive network that serves freight traffic offers at least one multimodal freight terminal ***inside the port area or directly connected to the port area*** which is open to all operators and users in a non-

non-discriminatory charges;

discriminatory way and which applies transparent and non-discriminatory charges;

Or. en

Amendment 42
Izaskun Bilbao Barandica

Proposal for a regulation
Article 27 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) modernisation and expansion of the capacity of the infrastructure necessary for the transport operations within as well as outside the port area;

Or. en

Amendment 43
Izaskun Bilbao Barandica

Proposal for a regulation
Article 27 – paragraph 1 – point g

Text proposed by the Commission

Amendment

(g) promoting zero and low emission vessels serving and operating short-sea shipping links, and developing measures to improve the environmental performance of maritime transport for port call **or** supply chain optimisation in accordance with the applicable requirements under Union law or relevant international agreements.

(g) promoting zero and low emission vessels serving and operating short-sea shipping links, and developing measures to improve the environmental performance of maritime transport for port call **and** supply chain optimisation in accordance with the applicable requirements under Union law or relevant international agreements.

Or. en

Amendment 44
Izaskun Bilbao Barandica

Proposal for a regulation
Article 27 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(g a) promoting ferry transport as a sustainable mode of transport, including in urban nodes, where applicable;

Or. en

Amendment 45
Izaskun Bilbao Barandica

Proposal for a regulation
Article 28 – paragraph 1 – point a – point x a (new)

Text proposed by the Commission

Amendment

x bis) infraestructuras para peatones y ciclistas

Or. es

Amendment 46
Izaskun Bilbao Barandica

Proposal for a regulation
Article 35 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Amendment

Member States shall consult shippers, transport and logistics operators which operate on their territory. They shall take into account the results of the consultation in their analysis.

Member States shall consult **local and regional authorities of urban nodes, port managing bodies**, shippers, transport and logistics operators which operate on their territory. They shall take into account the results of the consultation in their analysis.

Or. en

Amendment 47
Izaskun Bilbao Barandica

Proposal for a regulation
Article 40 – paragraph 1 – point d

Text proposed by the Commission

(d) by 31 December 2040: the development of at least one multimodal freight terminal allowing for sufficient transshipment capacity within or in the vicinity of the urban node.

Amendment

(d) by 31 December 2040: the development of at least one multimodal freight terminal allowing for sufficient transshipment capacity ***to ensure urban logistics and the last mile*** within or in the vicinity of the urban node.

Or. en

Amendment 48
Izaskun Bilbao Barandica

Proposal for a regulation
Article 44 – paragraph 1 – point a

Text proposed by the Commission

(a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, vessels and aircraft and other innovative and sustainable transport and network technologies such as hyperloop;

Amendment

(a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, vessels, ***rolling stock*** and aircraft and other innovative and sustainable transport and network technologies such as hyperloop;

Or. en

Amendment 49
Izaskun Bilbao Barandica

Proposal for a regulation
Article 44 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(a a) encourage research and development of green and innovative alternatives in territories exempted from TEN-t technical measures, such as islands and outermost regions;

Or. en

Amendment 50
Izaskun Bilbao Barandica

Proposal for a regulation
Article 51 – paragraph 5 – point b

Text proposed by the Commission

b) elaborar un plan de trabajo junto con los Estados miembros afectados y supervisar su ejecución de conformidad con el artículo 53;

Amendment

b) elaborar un plan de trabajo junto con los Estados miembros **y autoridades regionales y locales** afectados y supervisar su ejecución de conformidad con el artículo 53;

Or. es

Amendment 51
Izaskun Bilbao Barandica

Proposal for a regulation
Article 51 – paragraph 5 – point d

Text proposed by the Commission

d) informar a los Estados miembros, a la Comisión y, cuando proceda, a todas las demás entidades que participen directamente en el desarrollo del corredor europeo de transporte o prioridad horizontal sobre cualesquiera dificultades encontradas, en particular cuando se obstaculice el desarrollo de un corredor o una prioridad horizontal, a fin de ayudar a encontrar las soluciones adecuadas;

Amendment

d) informar a los Estados miembros, **autoridades regionales y locales**, a la Comisión y, cuando proceda, a todas las demás entidades que participen directamente en el desarrollo del corredor europeo de transporte o prioridad horizontal sobre cualesquiera dificultades encontradas, en particular cuando se obstaculice el desarrollo de un corredor o una prioridad horizontal, a fin de ayudar a encontrar las soluciones adecuadas;

Or. es

Amendment 52
Izaskun Bilbao Barandica

Proposal for a regulation
Article 51 – paragraph 5 – point e

Text proposed by the Commission

e) elaborar un informe anual de

Amendment

e) elaborar un informe anual de

situación sobre los progresos realizados en la ejecución de los corredores europeos de transporte y las prioridades horizontales. Este informe anual de situación se centrará en los progresos realizados en relación con las prioridades e inversiones clave, describirá la naturaleza de los problemas encontrados en su aplicación y propondrá soluciones.

situación sobre los progresos realizados en la ejecución de los corredores europeos de transporte y las prioridades horizontales. Este informe anual de situación se centrará en los progresos realizados en relación con las prioridades e inversiones clave, describirá la naturaleza de los problemas encontrados en su aplicación y propondrá soluciones *que tendrán carácter vinculante*.

Or. es

Amendment 53
Izaskun Bilbao Barandica

Proposal for a regulation
Article 51 – paragraph 5 – point e a (new)

Text proposed by the Commission

Amendment

(e a) The ERTMS Coordinator shall conduct a feasibility study starting at the latest with entry into force of this regulation that in parallel to the roll out of ERTMS/ETCS transparently outlines the implementation paths to the deadlines set for 2030, 2040 and 2050. This study shall not only look into feasibility in terms of technology, but also in terms of resources and financial support/subsidies, and the Rail Supply Industry Readiness Level, in order to prevent a negative business case for affected actors, especially Railway Undertakings.

Or. en

Amendment 54
Izaskun Bilbao Barandica

Proposal for a regulation
Article 52 – paragraph 2

Text proposed by the Commission

Amendment

2. The “Corridor Forum” shall be

2. The “Corridor Forum” shall be

formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European Transport Corridor and ensure representation of the rail freight governance.

formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European Transport Corridor and ensure representation of the rail freight governance *as well as regional authorities and urban TEN-t nodes.*

Or. en

Amendment 55
Izaskun Bilbao Barandica

Proposal for a regulation
Article 52 – paragraph 3 – subparagraph 1 – point a a (new)

Text proposed by the Commission

Amendment

a bis) impulsar la ejecución en plazo de los proyectos prioritarios;

Or. es

Amendment 56
Izaskun Bilbao Barandica

Proposal for a regulation
Article 52 – paragraph 3 – subparagraph 1 – point a b (new)

Text proposed by the Commission

Amendment

a ter) defender la coherencia entre los planes nacionales y los planes europeos;

Or. es

Amendment 57
Izaskun Bilbao Barandica

Proposal for a regulation
Article 52 – paragraph 3 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(b) the coordinated development and

(b) the coordinated development and

implementation of infrastructure projects in cross-border sections;

implementation of infrastructure projects in cross-border sections ***including maritime cross-border nodes***;

Or. en

Amendment 58
Izaskun Bilbao Barandica

Proposal for a regulation
Article 52 – paragraph 4

Text proposed by the Commission

4. El foro consultivo para las prioridades horizontales será creado y presidido por el coordinador europeo. Los Estados miembros afectados y, en su caso, los representantes de los sectores pertinentes podrán participar. Los Estados miembros designarán un coordinador nacional del ERTMS para asistir al Foro Consultivo del ERTMS. El coordinador europeo también podrá crear grupos de trabajo ad hoc.

Amendment

4. El foro consultivo para las prioridades horizontales será creado y presidido por el coordinador europeo. Los Estados miembros, ***autoridades regionales y locales*** afectados y, en su caso, los representantes de los sectores pertinentes podrán participar. Los Estados miembros designarán un coordinador nacional del ERTMS para asistir al Foro Consultivo del ERTMS. El coordinador europeo también podrá crear grupos de trabajo ad hoc.

Or. es

Amendment 59
Izaskun Bilbao Barandica

Proposal for a regulation
Article 52 – paragraph 5

Text proposed by the Commission

5. Los Estados miembros afectados cooperarán con el coordinador europeo, participarán en el foro del corredor y en el foro consultivo de las prioridades horizontales y facilitarán al coordinador europeo la información necesaria para llevar a cabo las tareas establecidas en el presente artículo, incluida la información sobre el desarrollo de los corredores en los planes nacionales de infraestructura

Amendment

5. Los Estados miembros, ***autoridades regionales y locales*** afectados cooperarán con el coordinador europeo, participarán en el foro del corredor y en el foro consultivo de las prioridades horizontales y facilitarán al coordinador europeo la información necesaria para llevar a cabo las tareas establecidas en el presente artículo, incluida la información sobre el desarrollo de los corredores en los planes nacionales

pertinentes.

de infraestructura pertinentes.

Or. es

Amendment 60
Izaskun Bilbao Barandica

Proposal for a regulation
Article 52 – paragraph 6

Text proposed by the Commission

6. The European Coordinator *may* consult regional and local authorities, infrastructure managers, transport operators, in particular those which are members of the rail freight governance, the supply industry, transport users and representatives of civil society in relation to the work plan and its implementation. In addition, the European Coordinator responsible for ERTMS shall closely cooperate with the European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency.

Amendment

6. The European Coordinator *shall* consult regional and local authorities, infrastructure managers, *including port managing bodies*, transport operators, in particular those which are members of the rail freight governance, the supply industry, transport users and representatives of civil society in relation to the work plan and its implementation. In addition, the European Coordinator responsible for ERTMS shall closely cooperate with the European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency.

Or. en

Amendment 61
Izaskun Bilbao Barandica

Proposal for a regulation
Article 52 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6 a. To set up a future strong and centralised EU Level ERTMS governance including governing funding, National Implementation Plans (NIP) planning, resourcing, market uptake, migration and transition, the European Coordinator for ERTMS, including national IMs and RUs

representatives, should facilitate and promote such governance ensuring the timely and harmonised deployment.

Or. en

Amendment 62
Izaskun Bilbao Barandica

Proposal for a regulation
Article 52 – paragraph 6 b (new)

Text proposed by the Commission

Amendment

6 b. The European Coordinator shall consult relevant authorities and transport stakeholders in the area of influence of the European Transport Corridors

Or. en

Amendment 63
Izaskun Bilbao Barandica

Proposal for a regulation
Article 53 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

The work plan shall be prepared in close cooperation with the Member States concerned and in consultation of the Corridor Forum and rail freight governance, or consultative forum of the horizontal priorities. The work plan of the European Transport Corridors shall be approved by the Member States concerned. The Commission shall submit the work plan to the European Parliament and the Council for information.

The work plan shall be prepared in close cooperation with the Member States **and regional and local authorities** concerned and in consultation of the Corridor Forum and rail freight governance, or consultative forum of the horizontal priorities. The work plan of the European Transport Corridors shall be approved by the Member States concerned. The Commission shall submit the work plan to the European Parliament and the Council for information.

Or. en

Amendment 64
Izaskun Bilbao Barandica

Proposal for a regulation
Article 53 – paragraph 3 – point e

Text proposed by the Commission

(e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines of the corridor;

Amendment

(e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines **and nodes** of the corridor;

Or. en

Amendment 65
Izaskun Bilbao Barandica

Proposal for a regulation
Article 55 – paragraph 1

Text proposed by the Commission

1. Los Estados miembros informarán a la Comisión de manera regular, completa y transparente sobre los avances registrados en la ejecución de los proyectos de interés común y sobre las inversiones realizadas con esta finalidad. Esta información incluirá la transmisión anual de datos a través del sistema geográfico, técnico e interactivo de información de la red transeuropea de transporte (TENtec). Incluirá datos técnicos y financieros relativos a los proyectos de interés común de la red transeuropea de transporte, así como datos sobre la finalización de la red transeuropea de transporte.

Amendment

1. Los Estados miembros informarán **al Coordinador europeo** y a la Comisión de manera regular, completa y transparente sobre los avances registrados en la ejecución de los proyectos de interés común y sobre las inversiones realizadas con esta finalidad. Esta información incluirá la transmisión anual de datos a través del sistema geográfico, técnico e interactivo de información de la red transeuropea de transporte (TENtec). Incluirá datos técnicos y financieros relativos a los proyectos de interés común de la red transeuropea de transporte, así como datos sobre la finalización de la red transeuropea de transporte.

Or. es

Amendment 66
Izaskun Bilbao Barandica

Proposal for a regulation
Article 56 – paragraph 1 – subparagraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) Regularly assesses the classification of the urban nodes in the network in close coordination with regional and local authorities;

Or. en