



2017/2067(INI)

4.12.2017

AMENDMENTS

1 - 48

Draft opinion

Christel Schaldemose

A European strategy on Cooperative Intelligent Transport Systems
(2017/2067(INI))

Amendment 1
Claudiu Ciprian Tănăsescu

Draft opinion
Paragraph 1

Draft opinion

1. Recalls the European Strategy for Low-Emission Mobility adopted in July 2016, which highlights the potential of cooperative, connected and automated vehicles to reduce energy consumption and emissions from road transport, which still account for the bulk of transport emissions;

Amendment

1. Recalls the European Strategy for Low-Emission Mobility adopted in July 2016, which highlights the potential of cooperative, connected and automated vehicles to ***create a mobility ecosystem and hence*** reduce energy consumption and emissions from road transport, which still account for the bulk of transport emissions;

Or. ro

Amendment 2
Merja Kyllönen

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Calls on the Commission to recognise the growing importance of life-cycle emissions, including from energy supply, manufacturing and end-of-life, by bringing forward holistic proposals that guide manufacturers towards optimal solutions, in order to ensure that upstream and downstream emissions do not erode the benefits related to the improved operational use of connected and automated vehicles;

Or. en

Amendment 3
Davor Škrlec

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1 a. Stresses the need to prioritise public support towards the potential of C-ITS to enhance collective modes of transport and ride-sharing;

Or. en

**Amendment 4
Merja Kyllönen**

**Draft opinion
Paragraph 1 b (new)**

Draft opinion

Amendment

1 b. Urges, therefore, the need to ensure that the development and deployment of connected and automated vehicles and C-ITS will fully comply with and support the aims of decarbonisation of the transport system and zero vision in environmental and road safety;

Or. en

**Amendment 5
Gabriele Preuß**

**Draft opinion
Paragraph 2**

Draft opinion

Amendment

2. Welcomes the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; strongly supports a legislative instrument establishing a framework for the deployment of C-ITS at EU level;

2. Welcomes the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; strongly supports a legislative instrument establishing a framework for the deployment of C-ITS at EU level; ***calls on the Commission to include urban air and waterborne transport in the C-ITS strategy, focussing on multimodality and the integration of different modes of transport;***

Amendment 6

Jean-François Jalkh, Sylvie Goddyn, Joëlle Mélin

Draft opinion

Paragraph 2

Draft opinion

2. **Welcomes** the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; **strongly** supports a legislative instrument establishing a framework for the deployment of C-ITS at EU level;

Amendment

2. **Notes** the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; supports a legislative instrument establishing a framework for the deployment of C-ITS at EU level, ***guaranteeing the full protection of personal data and hence of citizens' privacy, taking account of the laws of the Member States;***

Or. fr

Amendment 7

Luke Ming Flanagan

Draft opinion

Paragraph 2

Draft opinion

2. Welcomes the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; strongly supports a legislative instrument establishing a framework for the deployment of C-ITS at EU level;

Amendment

2. Welcomes the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; strongly supports a legislative instrument establishing a framework for the deployment of C-ITS at EU level, ***including for Member States not attached to mainland Europe, such as Ireland, Malta, Cyprus, countries which must not be overlooked when these policies are being formulated;***

Or. en

Amendment 8
Aldo Patriciello

Draft opinion
Paragraph 2

Draft opinion

2. Welcomes the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; strongly supports a legislative instrument establishing a framework for the deployment of C-ITS at EU level;

Amendment

2. Welcomes the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; strongly supports a legislative instrument establishing a framework for the deployment of C-ITS at EU level ***and facilitating investment in the requisite infrastructure***;

Or. it

Amendment 9
Mark Demesmaeker

Draft opinion
Paragraph 2

Draft opinion

2. Welcomes the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; ***strongly*** supports ***a legislative instrument establishing a*** framework for the deployment of C-ITS ***at EU level***;

Amendment

2. Welcomes the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; supports ***the development of an appropriate EU legal*** framework for the deployment of C-ITS ***and calls on the Commission to examine the possibilities of the ITS Directive 2010/40/EU in this regard***;

Or. en

Amendment 10
Mireille D'Ornano

Draft opinion
Paragraph 2

Draft opinion

Amendment

2. Welcomes the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; ***strongly*** supports a legislative instrument establishing a framework for the deployment of C-ITS ***at EU level***;

2. Welcomes the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; supports a legislative instrument ***at EU level*** establishing a framework for the deployment of C-ITS ***facilitating the adoption of appropriate national legislative instruments by the Member States***;

Or. fr

Amendment 11
Mireille D'Ornano

Draft opinion
Paragraph 2

Draft opinion

2. ***Welcomes*** the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; strongly supports a legislative instrument establishing a framework for the deployment of C-ITS at EU level;

Amendment

2. ***Takes note of*** the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; strongly supports a legislative instrument establishing a framework for the deployment of C-ITS at EU level;

Or. fr

Amendment 12
Kateřina Konečná

Draft opinion
Paragraph 2 a (new)

Draft opinion

2a. ***Points out that C-ITS communication has a number of benefits, including the fact that it can make driving safer by quickly and accurately informing drivers of the state of traffic, dangerous areas and other problems occurring around them, and the fact that transport management and information centres can receive accurate and comprehensive***

Amendment

information about the current traffic situation directly from vehicles, making it possible for them to quickly and effectively manage/influence the stream of traffic and increase safety, make traffic run more smoothly and lower the impact of road transport on the environment (e.g. CO2);

Or. cs

Amendment 13
Kateřina Konečná

Draft opinion
Paragraph 2 b (new)

Draft opinion

Amendment

2b. *Points out that the creation of C-ITS based on communication (data exchange) not only between individual vehicles but also between vehicles and infrastructure is another significant challenge in the field of car electronics and ITS; cooperative systems make it possible for vehicles to communicate directly with each other, and for vehicles and ITS units to send information to the transport infrastructure, which then passes this information on to transport management and information centres, thereby helping to lower the impact of traffic on the environment;*

Or. cs

Amendment 14
Mireille D'Ornano

Draft opinion
Paragraph 3

Draft opinion

Amendment

3. Calls on the Commission and the Member States to make full use of the

3. Encourages the Member States to make full use of the potential of C-ITS for

potential of C-ITS for taking preventive action against smog and high ozone concentration levels and reducing noise levels and particle, NOx and CO2 emissions; **3. Calls on the Commission and the Member States to make full use of the potential of C-ITS for taking preventive action against smog and high ozone concentration levels and reducing noise levels and particle, NOx and CO2 emissions;**

taking preventive action against smog and high ozone concentration levels and reducing noise levels and particle, NOx and CO2 emissions;

Or. fr

Amendment 15
Ulrike Müller, Gesine Meissner

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3 a. Recalls that end-user acceptance of alternative fuels strongly depends on the availability of fuelling or charging infrastructure and highlights that making information on such infrastructure (e.g. non-occupied recharging points nearby) accessible could boost demand;urges the Commission to enable these services with a higher priority;

Or. en

Amendment 16
Mireille D'Ornano

Draft opinion
Paragraph 4

Draft opinion

Amendment

4. Notes the high potential of C-ITS to improve fuel efficiency, lowering the cost of individual transport and reducing the negative impact of traffic on the environment;

4. Notes the high potential of C-ITS, **given significant investment**, to improve fuel efficiency, lowering the cost of individual transport and reducing the negative impact of traffic on the

environment;

Or. fr

Amendment 17
Ulrike Müller, Gesine Meissner

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4 a. Stresses the potential of innovative technologies such as automated driving and "platooning" (grouping divers vehicles) in road freight transport, as it allows better use of slipstream and thereby reduces fuel consumption and emissions; calls for further support for research and development in that area, notably for necessary digital infrastructure and calls on the Commission to make necessary provisions for interoperability on EU level under the ITS Directive;

Or. en

Amendment 18
Davor Škrlec

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4 a. Calls for the Commission to come forward with proposals to ensure that information on pollutant emissions available through sensors installed in vehicles are collected and made available to competent authorities;

Or. en

Amendment 19
Davor Škrlec

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4 a. *Underlines the potential of C-ITS to advance the integration of autonomous vehicles, with the aim to overcome the “last mile” problem i.e. distance from the transportation hub to the final destination;*

Or. en

Amendment 20
Davor Škrlec

Draft opinion
Paragraph 4 c (new)

Draft opinion

Amendment

4 c. *Reiterates the key role of new technologies in meeting climate targets;welcomes the use of C-ITS as a way to improve traffic efficiency, lower fuel consumption and optimize the use of urban infrastructure;*

Or. en

Amendment 21
Mireille D'Ornano

Draft opinion
Paragraph 5

Draft opinion

Amendment

5. Highlights that C-ITS may improve road safety significantly by reducing human error, which is still the leading cause of transport accidents;

5. Highlights that C-ITS may improve road safety significantly by reducing human error, which is still the leading cause of transport accidents; ***draws , nevertheless, attention to the fact that the***

development of C-ITS entails a dilution of liability or makes it impossible to discern liability in the event of a technical problem leading to an accident;

Or. fr

Amendment 22
Mireille D'Ornano

Draft opinion
Paragraph 5

Draft opinion

5. Highlights that C-ITS may improve road safety significantly by reducing human error, which is still the leading cause of transport accidents;

Amendment

5. Highlights that C-ITS may improve road safety significantly by reducing human error, which is still the leading cause of transport accidents, ***without, however, reducing the risk to zero;***

Or. fr

Amendment 23
Jean-François Jalkh, Sylvie Goddyn, Joëlle Mélin

Draft opinion
Paragraph 5

Draft opinion

5. Highlights that C-ITS may improve road safety significantly by reducing human error, which is ***still*** the leading ***cause*** of transport accidents;

Amendment

5. Highlights that C-ITS may improve road safety significantly by reducing human error, which is ***one of*** the leading ***causes*** of transport accidents;

Or. fr

Amendment 24
Mireille D'Ornano

Draft opinion
Paragraph 5 – subparagraph 1 (new)

Draft opinion

Amendment

Notes the high potential of C-ITS to render transport more fluid and to allow the intensification of exchanges and multiplication of networks deriving from the European development programme for Trans-European Transport Networks to be structured or slowed down, should environmental reasons justify this;

Or. fr

Amendment 25
Mark Demesmaeker

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Calls on the Commission and the competent authorities in the Member States to examine the possibilities of C-ITS for public transport and intermodal transport, including links between private and public transport; Strongly believes that citizens should be able to connect to C-ITS systems with their private car;

Or. en

Amendment 26
Gesine Meissner, Ulrike Müller

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Notes that C-ITS can also help making more efficient use of existing transport infrastructure as traffic can be organized more efficiently and safety distances can be reduced due to sensors (e.g. Platooning for HGV or automated trains) thus reducing the need for

building additional infrastructure;

Or. en

Amendment 27

Davor Škrlec

Draft opinion

Paragraph 5 a (new)

Draft opinion

Amendment

5 a. Welcomes the opportunities of C-ITS to improve enforcement of road safety and traffic rules;

Or. en

Amendment 28

Mark Demesmaecker

Draft opinion

Paragraph 5 b (new)

Draft opinion

Amendment

5 b. Highlights the importance of interoperability and considers that the Commission should facilitate interoperable systems in a technology-neutral way;

Or. en

Amendment 29

Nicola Caputo, Christel Schaldemose

Draft opinion

Paragraph 6

Draft opinion

Amendment

6. Stresses the importance of sensor systems in providing data on vehicle dynamics, congestion and air quality, for

6. Stresses the importance of sensor systems in providing data on vehicle dynamics, congestion and air quality, for

example; calls for more investment in research to ensure the full interoperability of the sensors used and into their possible usage for applications other than safety, for example remote emission sensing;

example; calls for more investment in research to ensure the full interoperability of the sensors used and into their possible usage for applications other than safety, for example remote emission sensing;
recommends that the Commission rapidly establish an adequate legal framework to achieve EU-wide interoperability on time;

Or. en

Amendment 30 **Mireille D'Ornano**

Draft opinion **Paragraph 6**

Draft opinion

6. Stresses the importance of sensor systems in providing data on vehicle dynamics, congestion and air quality, for example; calls ***for more investment in research*** to ensure the full interoperability of the sensors used and into their possible usage for applications other than safety, for example remote emission sensing;

Amendment

6. Stresses the importance of sensor systems in providing data on vehicle dynamics, congestion and air quality, for example; calls ***on the Member States to work within the framework of the International Organization for Standardization*** to ensure the full interoperability of the sensors used and into their possible usage for applications other than safety, for example remote emission sensing;

Or. fr

Amendment 31 **Aldo Patriciello**

Draft opinion **Paragraph 6**

Draft opinion

6. Stresses the importance of sensor systems in providing data on vehicle dynamics, congestion and air quality, for example; calls for more investment in ***research to ensure the*** full interoperability of the sensors used and into their possible

Amendment

6. Stresses the importance of sensor systems in providing data on vehicle dynamics, congestion and air quality, for example; calls for more ***and properly coordinated*** investment in ***the Member States on*** full interoperability of the

usage for applications other than safety, for example remote emission sensing;

sensors used and into their possible usage for applications other than safety, for example remote emission sensing;

Or. it

Amendment 32

Ulrike Müller, Gesine Meissner

Draft opinion

Paragraph 6 a (new)

Draft opinion

Amendment

6 a. Calls on the Commission to facilitate access to traffic-related data for public and private actors such as digital map and navigation service providers, considering that these services are key to enable intermodal transport, more efficient routing and automated driving; underlines, however, that end-user trust in the protection of personal data and privacy is crucial to gain acceptance for sharing individual data; therefore supports the Commission's approach of "data protection by design and by default" as outlined in the C-ITS Strategy;

Or. en

Amendment 33

Ulrike Müller, Gesine Meissner

Draft opinion

Paragraph 7

Draft opinion

Amendment

7. Underlines that cooperation at local and regional level on the development and implementation of C-ITS across the EU is crucial;

7. Underlines that cooperation at local and regional level on the development and implementation of C-ITS across the EU is crucial; ***urges the Commission and Member States to closely cooperate with local and regional authorities that provide public transport to achieve a high level of***

*integration of private and public transport
with a view to a more sustainable
mobility;*

Or. en

Amendment 34
Luke Ming Flanagan

Draft opinion
Paragraph 7

Draft opinion

7. Underlines that cooperation at local and regional level on the development and implementation of C-ITS across the EU is crucial;

Amendment

7. Underlines that cooperation at local and regional level on the development and implementation of C-ITS across the EU - *including in those Member States not attached to the mainland, island nations such as Ireland, Malta, Cyprus* - is crucial;

Or. en

Amendment 35
Mireille D'Ornano

Draft opinion
Paragraph 7

Draft opinion

7. Underlines that cooperation at *local and regional level* on the development and implementation of C-ITS across *the EU* is crucial;

Amendment

7. Underlines that cooperation at *the level of the International Organization for Standardization* on the development and implementation of C-ITS across *all States* is crucial;

Or. fr

Amendment 36
Aldo Patriciello

Draft opinion
Paragraph 7

Draft opinion

7. Underlines that cooperation at local and regional level on the development and implementation of C-ITS across the EU is crucial;

Amendment

7. Underlines that cooperation ***and harmonisation*** at local and regional level on the development and implementation of C-ITS across the EU is crucial;

Or. it

Amendment 37
Claudiu Ciprian Tănăsescu

Draft opinion
Paragraph 7

Draft opinion

7. Underlines that cooperation at local and regional level on the development and implementation of C-ITS across the EU is crucial;

Amendment

7. Underlines that cooperation at local and regional level on the development and implementation of C-ITS across the EU is crucial ***and that involving the citizen in this is key***;

Or. ro

Amendment 38
Jean-François Jalkh, Sylvie Goddyn, Joëlle Mélin

Draft opinion
Paragraph 7

Draft opinion

7. Underlines that cooperation at local ***and regional*** level on the development and implementation of C-ITS across the EU is crucial;

Amendment

7. Underlines that cooperation at local, ***regional and national*** level on the development and implementation of C-ITS across the EU is crucial;

Or. fr

Amendment 39
Kateřina Konečná

Draft opinion

Paragraph 7 a (new)

Draft opinion

Amendment

7a. Stresses that the establishment of intelligent cross-border transport systems is one of the EU's goals, and that action taken with that goal in mind lays the foundations for Europe-wide use of cooperative systems; cooperative system technologies have been developed as part of European scientific and research projects, and have been launched for pilot testing across Europe; most of the necessary and suitable technology for cooperative systems has already been standardised under the CEN, ETSI and ISO;

Or. cs

Amendment 40

Mark Demesmaeker

Draft opinion

Paragraph 7 a (new)

Draft opinion

Amendment

7 a. Calls on the Commission to take into account the feedback and results of the pilot projects in the context of the Connecting Europe Facility;

Or. en

Amendment 41

Claudiu Ciprian Tănăsescu

Draft opinion

Paragraph 7 a (new)

Draft opinion

Amendment

7a. Stresses that the deployment of C-ITS systems should focus on the user;

Amendment 42
Kateřina Konečná

Draft opinion
Paragraph 7 b (new)

Draft opinion

Amendment

7b. Points out that the systematic construction of an intelligent transport system that creates the conditions for a safe, smooth, economical and environmentally friendly movement of persons and goods is an important challenge for current-day society; one possible way of meeting the challenge would be to create a stable, long-term partnership between the relevant European and national bodies and research institutions, which would bring the development of technologies and transport systems to a point where their daily use could help to achieve the long-term goals in EU policies;

Or. cs

Amendment 43
Jean-François Jalkh, Sylvie Goddyn, Joëlle Mélin

Draft opinion
Paragraph 8

Draft opinion

Amendment

8. Notes that substantial funding for cooperative, connected and automated vehicles has already been made available at EU level; calls on the Commission and the Member States to ensure the provision of the necessary funding for the deployment of C-ITS in the long term.

8. Notes that substantial funding for cooperative, connected and automated vehicles has already been made available at EU level; calls on the Commission and the Member States to ensure the provision of the necessary funding for the deployment of C-ITS in the long term ***with a cost-benefit analysis as well as transparent monitoring by the Commission;***

Amendment 44
Luke Ming Flanagan

Draft opinion
Paragraph 8

Draft opinion

8. Notes that substantial funding for cooperative, connected and automated vehicles has already been made available at EU level; calls on the Commission and the Member States to ensure the provision of the necessary funding for the deployment of C-ITS in the long term.

Amendment

8. Notes that substantial funding for cooperative, connected and automated vehicles has already been made available at EU level; calls on the Commission and the Member States to ensure the provision of the necessary funding for the deployment of C-ITS in the long term, ***including in island nations such as Ireland, Malta and Cyprus, not mentioned in the C-ITS plan;***

Or. en

Amendment 45
Mireille D'Ornano

Draft opinion
Paragraph 8

Draft opinion

8. Notes that substantial funding for cooperative, connected and automated vehicles has already been made available at EU level; calls on the Commission and the Member States to ensure the provision of the necessary funding for the deployment of C-ITS in the long term.

Amendment

8. Notes that substantial funding for cooperative, connected and automated vehicles has already been made available at EU level; calls on the Commission and the Member States to ensure the provision of the necessary funding for the deployment of C-ITS in the long term, ***while ensuring the compatibility and interoperability of the various systems at an international level;***

Or. fr

Amendment 46
Merja Kyllönen

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8 a. *In order to meet the international climate commitments and the EU internal targets, a comprehensive turn towards low-carbon economy is needed. Therefore, the renewal of the allocation criteria of different EU funds to foster the decarbonisation and energy-efficiency measures also in C-ITS is needed. It should be guaranteed that EU funding will not be allocated to projects, which are not compliant with CO2 reduction targets and policies;*

Or. en

Amendment 47
Gabriele Preuß

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8 a. *Underlines the future importance of air and waterborne urban transport which can render transport more sustainable and efficient and should therefore be incorporated in C-ITS systems;*

Or. de

Amendment 48
Mark Demesmaeker

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8 a. *Calls on the Commission to give*

*due attention to data protection, liability
rules and counterterrorism aspects in the
development of C-ITS;*

Or. en