

DRAFT VOTING LIST

**Sustainable and Smart Mobility Strategy
(2021/2046(INI))**

Rapporteur: Luisa Regimenti

**Draft opinion: Fdr 1232958 - PE 693.676 v01-00
Amendments: (AMs 1 - 59) - Fdr 1233771 - PE 693.826 v01-00**

Main committee: TRAN

Concerned text	AM	Tabled by	Remarks	Rapp	Vote
Paragraph -1 a (new)	1	Durand, Melchior		+	
Paragraph -1 d (new)	4	Durand, Melchior		+	
Paragraph 1	COMP.1			+	
Paragraph 1	6	Toussaint	Falls if COMP.1 adopted	+	
Paragraph 1	7	Manders	Falls if COMP.1 or 6 adopted	+	
Paragraph 1	8	Durand, Melchior	Falls if COMP.1 or 6 adopted	ABS	
Paragraph 1a (new)	COMP.2			+	
Paragraph 1 b (new)	10	Manders	Falls if COMP.2 adopted	+	
Paragraph 1 a (new)	9	Regimenti, Lebreton	Falls if COMP.2 adopted	+	
Paragraph -1 b (new)	2	Durand, Melchior	Falls if COMP.2 adopted	+	
Paragraph 3 g (new)	35	Toussaint	Falls if COMP.2 adopted	-	
Paragraph 2	COMP.3			+	

Paragraph 2	14	Manders	Falls if COMP.3 adopted <i>Deletion</i>	-	
Paragraph 2	15	Durand, Melchior	Falls if COMP.3 or 14 adopted	+	
Paragraph 2	16	Regimenti, Lebreton	Falls if COMP.3 or 14 adopted	+	
Paragraph 2	18	Buda	Falls if COMP.3 or 14 adopted	+	
Paragraph 3 k (new)	39	Regimenti, Lebreton	Falls if COMP.3 adopted	+	
Paragraph 3 l (new)	40	Regimenti, Lebreton	Falls if COMP.3 adopted	+	
Paragraph 3 m (new)	41	Regimenti, Lebreton	Falls if COMP.3 adopted	+	
Paragraph 2 b (new)	20	Toussaint	Split vote (EPP) Part 1 <i>From “Recommends that a sustainable...” until “citizen’s privacy and personal data”</i>	+	
			Part 2 <i>From “calls in that respect for...” until the end of the amendment</i>	-	
Paragraph 2 c (new)	21	Toussaint		-	
Paragraph 2 d (new)	22	Toussaint		-	
Paragraph 3	COMP.4			+	
Paragraph 3	23	Manders	Falls if COMP.4 adopted	+	
Paragraph 3	25	Buda	Falls if COMP.4 adopted	+	
Paragraph 3	26	Toussaint	Falls if COMP.4 adopted	+	
Paragraph 3	27	Dzhambazki	Falls if COMP.4 adopted	+	
Paragraph 1 c (new)	11	Regimenti, Beck, Lebreton	Falls if COMP.4 adopted	+	
Paragraph 3	24	Durand, Melchior		-	
Paragraph 3a (new)	COMP.5			+	

Paragraph -1 e (new)	5	Durand, Melchior	Falls if COMP.5 adopted	ABS	
Paragraph 3 a (new)	29	Toussaint	Falls if COMP.5 adopted	ABS	
Paragraph 3 d (new)	32	Regimenti, Lebreton	Split vote (EPP) Part 1 Falls if COMP.5 adopted <i>From : “Highlights, in this context, the risks of...” until “harmonised rules on Artificial Intelligence (Artificial Intelligence Act)”</i>	+	
			Part 2 <i>From : “Stresses how these risks may...” until the end of the amendment.</i>	+	
Paragraph 3 e (new)	33	Toussaint	Falls if COMP.5 adopted	ABS	
Paragraph 3 b (new)	30	Durand, Melchior		+	
Paragraph 3c (new)	31	Durand, Melchior		ABS	
Paragraph 3b (new)	COMP.6			+	
Paragraph -1 c (new)	3	Durand, Melchior	Falls if COMP.6 adopted	+	
Paragraph 2	17	Toussaint	Falls if COMP.3, 14 or COMP.6 adopted	-	
Paragraph 2 a (new)	19	Toussaint	Falls if COMP.6 adopted	-	
Paragraph 3 f (new)	34	Regimenti, Lebreton	Falls if COMP.6 adopted	+	
Paragraph 3 h (new)	36	Regimenti, Lebreton	Falls if COMP.6 adopted	+	
Paragraph 3c (new)	COMP.7			+	
Paragraph 3	28	Melchior	Falls if COMP.4 or COMP.7 adopted	+	
Paragraph 3 i (new)	37	Regimenti, Lebreton	Falls if COMP.7 adopted	+	

paragraph 3 j (new)	38	Regimenti, Lebreton	Falls if COMP.7 adopted	+	
Paragraph 4	COMP.8			+	
Paragraph 1 d (new)	12	Regimenti, Lebreton	Falls if COMP.8 adopted	+	
Paragraph 3 n (new)	42	Regimenti, Lebreton	Falls if COMP.8 adopted	+	
Paragraph 3 o (new)	43	Regimenti, Lebreton	Falls if COMP.8 adopted	+	
Paragraph 3 p (new)	44	Regimenti, Lebreton	Falls if COMP.8 adopted	+	
Paragraph 4	45	Durand, Melchior	Falls if COMP.8 adopted <i>Deletion</i>	-	
Paragraph 4	46	Toussaint	Falls if COMP.8 or 45 adopted	-	
Paragraph 4	47	Manders	Falls if COMP.8 or 45 adopted	ABS	
Paragraph 4 a (new)	48	Manders		+	
Paragraph 4 b (new)	49	Toussaint		-	
Paragraph 4 c (new)	50	Regimenti, Lebreton		+	
Paragraph 5	COMP.9			+	
Paragraph 5	51	Durand, Melchior	Falls if COMP.9 adopted <i>Deletion</i>	-	
Paragraph 5	52	Toussaint	Falls if COMP.9 or 51 adopted	-	
Paragraph 5	53	Buda	Falls if COMP.9 or 51 adopted	+	
Paragraph 5 d (new)	57	Dzhambazki	Falls if COMP.9 adopted	ABS	
Paragraph 1 e (new)	13	Regimenti, Beck, Lebreton	Falls if COMP.9 adopted	+	
Paragraph 5 a (new)	54	Regimenti, Lebreton		+	
Paragraph 5 b (new)	55	Melchior		ABS	

Paragraph 5 c (new)	56	Melchior		ABS	
Paragraph 5 e (new)	58	Dzhambazki		ABS	
Paragraph 5 f (new)	59	Dzhambazki		-	
Single vote – Text as a whole (Roll-call vote)					

COMP.1 (am.7, 8 & 6)

paragraph 1

1. Recalls the role of intellectual property rights for *the further development of the sustainable and smart mobility sector in the EU* (7), which is a fast-growing and innovative sector with - *among others* (8) – a major social impact; *calls on the Commission to continue to incentivise R&D in multi modal transport and Mobility as a Service (MAAS) applications by providing, where possible and applicable, public funding opportunities and safeguarding intellectual property rights* (7); *considers that the Sustainable and Smart Mobility Strategy should contribute to make the European transport sector greener, smarter and more resilient, while leaving no one behind* (6);

COMP.2 (am.10, 9, 2 & 35)

paragraph 1a (new)

1 a (new). *Considers that for the further development of sustainable and smart mobility, the principles of safety, sustainability, efficiency and legal certainty are crucial* (10); *affirms the importance of developing and investing in a mobility that is affordable and accessible to all, safer and more sustainable; calls on the Commission and the Member States to take these objectives into account in the implementation of an operational multimodal trans-European transport network, equipped for sustainable and intelligent transport, not only in environmental terms, but also in terms of social accessibility and competitiveness of the European industrial sector* (9); *calls on the Commission to work closely with Member States on the design, implementation and enforcement of trustworthy AI standards in the Union; notes that the Union has the potential to become a global leader in promoting a socially responsible and sustainable approach to AI technology and its use* (2); *emphasises that the development, deployment and use of artificial intelligence, robotics and related technologies, including the software, algorithms and data used or produced by such technologies, should take into consideration their environmental footprint during their lifecycle and across their entire supply chain, contribute to the green transition and support the achievement of climate neutrality and circular economy goals* (35);

COMP.3 (am.18, 15, 40, 41, 16 & 39)

paragraph 2

2. Emphasises that in a sector such as mobility, *exclusive rights on data* can produce a barrier to market entry, increased transaction costs; *notes that such a barrier may be harmful to operators, SMEs, start-ups and the public potentially and can also be an obstacle to the objective of not leaving anyone behind* (18); *calls in this respect on the Commission and Member States to establish rules on the interoperability and portability of data for operators and users and to address the risk of monopolies in this sector* (15) and to

ensure a regulatory framework that makes the EU a fertile ground for SMEs and start-ups to develop new technologies, also by simplifying access to credit for them (40, 41); highlights the importance of a discussion with relevant stakeholders to move forward on the issue of access to machine-generated data, with the aim of improving data sharing and integration; underlines that a strong cyber-resilience, and cooperation based on mutual and fair data exchange between relevant actors involved ought to be the underlying premise (16); emphasizes the importance of strengthening digital supply chain-related industrial capabilities in the European space, including the design and manufacture of components, software platforms, and Internet of Things (IoT) technology to further electrify and automate transportation and mobility (39);

COMP.4 (am. 26, 23, 25 & 11)

paragraph 3

3. Supports the use of *human centric* artificial intelligence for the transport of the future, with features such as predictive maintenance, while continuing to pay attention to the centrality of the human factor, *the inherent associated risks and additional technical challenges, particularly in terms of safety, security, reliability and in due consideration of liability aspects* (26, 25); calls therefore *for European standards regarding liability of artificial intelligence driven means of transport in order to ensure safety and legal certainty* (23); *emphasizes, in this context, the importance of maintaining the EU's leadership in transport equipment manufacturing and services and the need of improving global competitiveness through efficient and resilient logistics chains* (25); *observes that a high level of ambition is needed to achieve social sustainability and environmental sustainability, but that this is often a question of (ticket) prices which might give ground for social dumping and other similar business practices to keep costs artificially low to the detriment of workers in the transport sector* (11);

COMP.5 (am.3, 29, 32 & 33)

paragraph 3a (new)

3a new. *Recommends the development of Union-wide trustworthy AI standards for all modes of transport, including the automotive industry, and for testing of AI-enabled vehicles and related products and services; further highlights that the European approach to AI technology should aim to secure people's trust, serve the public interest, and strengthen shared social responsibility* (3, 29); *highlights, in this context, the risks of the AI use for the safety of users and operators in the transport sector which may result from possible design defects or poor data quality or availability; points out in this regard the need for specific and coordinated adjustments to the liability regimes in this area, in order to ensure a high level of certainty for travellers and companies operating in the sector, with particular reference to the regime of civil liability, the compensability of damages and the distribution and satisfaction of the burden of proof on the parties, in cases where there is the involvement of AI systems in human decisions and events involving damage to persons*

or property (32); reiterates its call on the Commission to update the relevant civil liability rules applicable to AI enabled products and services, notably in the sustainable and smart mobility sector where the risk borne by individuals in the public space should be duly assessed (33);

COMP.6 (am. 19, 34, 3, 17 & 36)

paragraph 3b (new)

3b new. *Recalls the need to comply with the General Data Protection Regulation (GDPR) when collecting and interpreting data from smart devices and mobility-related AI; recalls in this sense that proper distinction must be made between non-personal data and personal data (19); emphasizes the need to enable systems to protect against hacking and cyber-attacks; highlights that clear privacy and security measures should be in place when consumer data is being collected and used (34); in this regard, calls on the Commission to continue to promote the uptake of AI in the transport sector and to ensure that fundamental rights are respected, notably taking into account a human-centred approach to AI technologies (3); recommends that unnecessary legal barriers pertaining to exclusive rights are removed in order to unlock the potential of the use of non-personal data and to encourage European innovation, including developments based on free and open source software (17); highlights that any regulation or policy initiative should recognise the context specificity of mobility and the instrumental role of public authorities and should strengthen their capacity to achieve Europe's green and digital objectives (36)*

COMP.7 (am. 38, 37 & 28)

paragraph 3c (new)

3c (new). *Stresses the importance of supporting Research and Innovation for the development of innovative mobility technologies, as well as competitive, sustainable and circular products and services to ensure that EU businesses remain world leaders in the sector; considers, in addition, that the strategy should further aim to create safeguards for workers in the sector and economic sustainability of investments for EU industry (38); deplors the fact that the Commission's Strategy does not contain any concrete commitments or actions towards workers; underlines the necessity of concrete policy actions to eliminate the existing obstacles for women to join and remain in the transport sector (37); stresses that vehicles that have high levels of advanced driving systems should continue to put the driver at the centre of the driving task and fully autonomous vehicles should be adequately regulated in order to negate any aggressive manoeuvres towards other road users (28)*

COMP.8 (am.43, 44, 12, 46 & 42)

paragraph 4

4. Notes that a digital ticketing system at European level ***might not be*** an appropriate solution for the local level, as it risks diverting customers away from local companies and towards international platforms, thus also limiting the ability of local authorities to manage mobility in their territory; ***calls on the Commission to allocate specific funds for the connection of geographically disadvantaged areas in order to promote the creation of multi-modal infrastructure and offer a transport service that does not discriminate against any of the Union's citizens; further urges that plans are devised to be consistent with the specificities of each country, in particular in densely populated areas, as well as rural, insular and mountainous regions*** (43, 44, 12); ***stresses that alternative means need to be ensured at more local level for public transport, with adequate associated passengers' rights in order to guarantee access to all public*** (46); ***recalls the potential of intelligent transport for social inclusion, especially for the benefit of people with disabilities and reduced mobility*** (42);

COMP.9 (am. 57, 53 & 13)

paragraph 5

5. ***Notes the results of the impact assessment¹ on the environmental effect Mobility Package I, published on 18 February 2021*** (57); Emphasises that any revision of public service obligation (PSO) rules must ***reinforce dialogue at European level and include a prior correct and professional analysis and consultation*** with Member States (53), regions and transport agencies in order to identify territorial and investment priorities and the precise definition of the 'multimodal PSO system' for the sake of legal certainty; calls for particular attention to be paid to maritime territorial continuity; ***stresses that in order to maintain the competitiveness of the European market it is necessary to enhance the contribution of alternative solutions for which the EU industrial sector is a world leader, while waiting for the development of expertise in technological contexts that are not yet mature or exclusive prerogative of non-EU companies*** (13);
