

VOTING LIST

Building a comprehensive European port strategy

TRAN/9/11992 - 2023/2059(INI)

Rapporteur: BERENDSEN

PR: 750.225 v01-00, AM: 754.736 v01-00

Concerned text	AM	Tabled by	Remarks	Rapp	Vote
<u>Foreign influence</u>					
Paragraphs under subheading 1	CA 3	Supported by EPP, S&D, Greens, ECR, ID	If adopted, AM 68-76, 78-97, 100-122, 124-136, 138-145, 147, 148, 177, 237, 275, 278 and INTA 4, 9, 17, 18, 24, 26, 27, 30, 31 fall (Go to INTA 20)	+	
Subheading 1	68	Pimenta Lopes			
Paragraph 1	69	Ameriks	Identical		
	71	Campomenosi, Tardino, Borchia, Casanova			
	70	Paulus			
Paragraph 1 b (new)	75	Van Brempt, Tax, Vind, Rodríguez-Piñero	If adopted, AM 72/73 fall		
Paragraph 1 a (new)	72	Campomenosi, Tardino, Borchia, Casanova	Identical		
		Ameriks			
Paragraph 1 a (new)	74	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			

Paragraph 1 c (new)	76	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Paragraph 2	78	Pimenta Lopes	If adopted, AM 80, 82, 86, 81, 83, 85 fall		
	80	Oetjen	If adopted, AM 82, 86, 81, 83, 85 fall		
	82	Rasmussen	If adopted, AM 86, 81, 83, 85 fall		
	86	Paulus			
	81	Campomenosi, Tardino, Borchia, Casanova	If adopted, AM 82, 85 fall		
	83	Ameriks	If adopted, AM 85 falls		
	85	Van Overtveldt	Falls if AM 78, 80, 82, 81, 83 adopted		
	79	Riquet			
Paragraph 2 a (new)	87	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Paragraph 2 a (new)	88	Riquet			
Paragraph 3	89	Rasmussen, Oetjen, Danti	If adopted, AM 93, 90, 92, 94, 91, 95, 96 fall		
	93	Oetjen	If adopted, AM 90, 92, 94, 91, 95, 96 fall		
	90	Riquet	If adopted, AM 92, 94, 91, 95, 96 fall		
	92	Ameriks	If adopted, AM 94, 91, 95, 96 fall		
	94	Campomenosi, Tardino, Borchia, Casanova	If adopted, AM 91, 95, 96 fall		
	91	Furore	If adopted, AM 95, 96 fall		
	95	Paulus	If adopted, AM 96 falls		
	96	Pimenta Lopes			

Paragraph 3 a (new)	97	Lutgen			
Paragraph 4	100	Pimenta Lopes	If adopted, AM 101, 102, 103, 104, 105 fall		
	101	Rasmussen, Riquet, Oetjen, Katainen, Karleskind	If adopted, AM 102, 103, 104 fall		
	102	Ameriks	Identical If adopted, AM 104 falls		
	103	Campomenosi, Tardino, Borchia, Casanova			
	104	Nagtegaal			
	105	Oetjen			
Paragraph 4a (new)	INTA 20		(next vote CA 4)	+	
Paragraph 5	106	Van Overtveldt			
	107	Rasmussen, Oetjen			
Paragraph 5 a (new)	109	Campomenosi, Tardino, Borchia, Casanova	If adopted, Am 111 falls		
Paragraph 5 b (new)	111	Ameriks			
Paragraph 6	112	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
	113	Pimenta Lopes			
	114	Oetjen	Identical		
	115	Van Overtveldt			
Paragraph 6 a (new)	116	Van Brempt, Tax, Vind	If adopted, AM 108, 110 fall		
Paragraph 5 a (new)	108	Ameriks			
Paragraph 5 a (new)	110	Van Overtveldt			
Paragraph 6 a (new)	117	Riquet			
Paragraph 7	118	Pimenta Lopes	Deletion		

			If adopted, AM 122, 119, 120, 121 fall		
	122	Oetjen	If adopted, AM 119, 120, 121 fall		
	119	Ameriks			
	120	Furore	If adopted, AM 121 falls		
	121	Van Overtveldt			
Paragraph 8	124	Pimenta Lopes	Deletion If adopted, AM 126, 127, 128, 129, 125 fall		
	126	Nagtegaal	If adopted, AM 127, 128, 129 fall		
	127	Oetjen	If adopted, AM 128, 129 fall		
	128	Rasmussen, Oetjen, Danti	If adopted, AM 129 falls		
	129	Ameriks			
	125	Riquet			
Paragraph 9	130	Pimenta Lopes	If adopted, AM 131, 134, 133, 135, 136, 132 fall		
	131	Riquet			
	134	Ameriks	If adopted, AM 133 falls		
	133	Nagtegaal			
	135	Rasmussen, Oetjen	Identical If adopted, AM 132 falls		
	136	Oetjen			
	132	Furore			
Paragraph 10	140	Pimenta Lopes	If adopted, AM 138, 139, 141, 143, 144, 142 fall		
	138	Rasmussen	If adopted, AM 139, 141, 143, 144, 142 fall		
	139	Van Brempt, Tax, Vind, Rodríguez-Piñero	If adopted, AM 141, 143, 144, 142 fall		

	141	Oetjen	If adopted, AM 143, 144, 142 fall		
	143	Van Overtveldt	If adopted, AM 144, 142 fall		
	144	Ameriks	If adopted, AM 142 falls		
	142	Furore			
Paragraph 10 a (new)	145	Riquet			
Paragraph 10 b (new)	147	Van Overtveldt			
Paragraph 10 c (new)	148	Van Overtveldt			
Paragraph 15 a (new)	177	Van Overtveldt			
Paragraph 19 a (new)	237	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Paragraph 25 a (new)	275	Cutajar			
Paragraph 25 c (new)	278	Van Brempt, Tax, Vind, Rodríguez-Piñero			
	INTA 4				
	INTA 9				
	INTA 17				
	INTA 18				
	INTA 24				
	INTA 26				
	INTA 27				
	INTA 30				
	INTA 31				
<u>Security</u>					
Paragraphs under subheading 2	CA 4		If adopted, AM 77, 98, 99, 146, 149-152, 154-	+	

		Supported by EPP, S&D, Renew, Greens, ECR, ID	176, 178-182, 243 and INTA 5, 10, 14 fall <i>(Go to CA 5)</i>		
Paragraph 1 d (new)	77	Van Brempt, Tax, Vind			
Paragraph 3 a (new)	98	Riquet			
Paragraph 3 b (new)	99	Riquet			
Paragraph 10 a (new)	146	Van Overtveldt			
Paragraph 11	149	Ameriks			
	150	Lutgen			
	151	Rasmussen, Riquet, Oetjen, Danti, Katainen, Karleskind			
	152	Pimenta Lopes			
Paragraph 11 b (new)	154	Van Brempt, Tax, Vind, Rodríguez- Piñero, Cutajar	If adopted, AM 170 falls		
Paragraph 14 a (new)	170	Van Overtveldt			
Paragraph 12	156	Rasmussen	If adopted, AM 155, 157, 158 fall		
	155	Pimenta Lopes			
	157	Campomenosi, Tardino, Borchia, Casanova	Identical		
	158	Ameriks			
Paragraph 12 a (new)	159	Van Brempt, Tax, Vind, Rodríguez- Piñero, Cutajar	If adopted, AM 160 falls		
Paragraph 13	160	Van Overtveldt	If adopted, AM 163 falls		
Paragraph 13 a (new)	163	Van Brempt, Tax, Vind, Rodríguez- Piñero, Cutajar			

Paragraph 13	161	Rasmussen, Oetjen, Danti			
Paragraph 13 a (new)	162	Van Overtveldt			
Paragraph 13 b (new)	164	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Paragraph 14	169	Pimenta Lopes	If adopted, AM 165, 168, 166, 167 fall		
	165	Oetjen			
	168	Ameriks	If adopted, AM 166, 167 fall		
	166	Rasmussen	If adopted, AM 167 falls		
	167	Campomenosi, Tardino, Borchia, Casanova			
Paragraph 15	173	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar	If adopted, AM 171, 174, 172, 175, 176 fall		
	171	Ameriks	If adopted, AM 174, 172, 175, 176 fall		
	174	Nagtegaal	If adopted, AM 172, 175, 176 fall		
	172	Campomenosi, Tardino, Borchia, Casanova	If adopted, AM 175, 176 fall		
	175	Van Overtveldt	If adopted, AM 176 falls		
	176	Rasmussen, Riquet, Oetjen, Danti			
Paragraph 15 b (new)	181	Van Overtveldt			
Paragraph 15 c (new)	182	Van Overtveldt			
Paragraph 15 a (new)	178	Riquet			
Paragraph 15 a (new)	180	Salini, Vuolo	If adopted, AM 179 falls		

Paragraph 15 a (new)	179	Campomenosi, Tardino, Borchia, Casanova			
Paragraph 19 c (new)	243	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
	INTA 5				
	INTA 10				
	INTA 14				
<u>Energy transition</u>					
Paragraphs under subheading 3	CA 5	Supported by EPP, S&D, Renew, ECR, ID	If adopted, AM 123, 183-208, 210, 213-219, 221, 223-225, 227-229, 240 and INTA 13, 15 (2nd part) fall <i>(Go to INTA 15 (1st part))</i>	+	
Paragraph 7 a (new)	123	Paulus			
Subheading 3	183	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Paragraph 16	184	Ameriks	If adopted, AM 186, 187 fall		
	186	Rasmussen, Riquet, Oetjen, Katainen			
	187	Riquet			
	185	Campomenosi, Tardino, Borchia, Casanova			
Paragraph 16a (new)	INTA 15 (1st part)		<u>First part</u> : “Recalls that by 2030 ... established promptly.” <i>(next vote AM 209)</i>	+	
	INTA 15		<u>Second part</u> : Remaining text		

	(2nd part)				
Paragraph 16 b (new)	194	Rasmussen, Oetjen, Katainen, Karleskind	If adopted, AM 188, 189, 195 fall		
Paragraph 16 a (new)	188	Campomenosi, Tardino, Borchia, Casanova	If adopted, AM 189, 195 fall		
Paragraph 16 a (new)	189	Ameriks	If adopted, AM 195 falls		
Paragraph 16 b (new)	195	Van Overtveldt			
Paragraph 16 a (new)	190	Van Overtveldt			
Paragraph 16 a (new)	191	Rasmussen, Oetjen, Danti, Karleskind			
Paragraph 16 a (new)	192	Riquet			
Paragraph 16 a (new)	193	Paulus			
Paragraph 16 b (new)	196	Paulus			
Paragraph 16 c (new)	197	Paulus			
Paragraph 17	198	Van Brempt, Tax, Vind	<i>Deletion</i> If adopted, AM 199, 200, 204, 201, 202, 203 fall		
	199	Furore			
	200	Ameriks			
	204	Van Overtveldt			
	201	Riquet	If adopted, AM 202, 203 fall		
	202	Pimenta Lopes	If adopted, 203 falls		
	203	Oetjen			
Paragraph 17 a (new)	205	Nagtegaal			

Paragraph 17 a (new)	206	Cutajar			
Paragraph 17 a (new)	207	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Paragraph 17 b (new)	208	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Paragraph 17 c (new)	209	Van Brempt, Tax, Vind, Rodríguez-Piñero	(next vote AM 226)	-	
Paragraph 17 d (new)	210	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Paragraph 17 g (new)	213	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Paragraph 18	214	Cutajar			
	215	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
	216	Ameriks	If adopted, AM 217, 218 fall		
	217	Campomenosi, Tardino, Borchia, Casanova	If adopted, AM 218 falls		
	218	Rasmussen, Riquet, Oetjen, Danti, Katainen, Karleskind			
	219	Nagtegaal			
Paragraph 18 a (new)	221	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Paragraph 18 b (new)	223	Van Overtveldt			
Paragraph 18 b (new)	224	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			

Paragraph 18 c (new)	225	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Paragraph 18 d (new)	226	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar	(next vote CA 6)	-	
Paragraph 18 e (new)	227	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Paragraph 18 f (new)	228	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Paragraph 18 a (new)	229	Pimenta Lopes			
Paragraph 19 a (new)	240	Pimenta Lopes			
	INTA 13				
<u>Competitiveness</u>					
Paragraphs under subheading 4	CA 6	Supported by EPP, S&D, Renew, Greens, ECR, ID	If adopted, AM 84, 220, 222, 230-236, 238, 239, 241, 244-274, 276, 277, 279-287, 294 and INTA 6, 7, 8, 12, 16, 19, 21, 22, 23, 28, 29, 34 fall	+	
		<i>(Go to INTA 11)</i>			
Paragraph 2	84	Lutgen			
Paragraph 18 a (new)	220	Van Overtveldt			
Paragraph 18 a (new)	222	Rasmussen, Riquet, Karleskind			
Paragraph 19	232	Pimenta Lopes	If adopted, AM 230, 231, 233, 234 fall		
	230	Ameriks	If adopted, AM 231, 233, 234 fall		
	231	Nagtegaal			

	233	Campomenosi, Tardino, Borchia, Casanova	If adopted, AM 234 falls		
	234	Rasmussen, Riquet, Oetjen, Katainen, Karleskind			
Paragraph 20 a (new)	252	Cutajar	If adopted, AM 235, 236, 239, 241, 264 fall		
Paragraph 19 a (new)	235	Salini, Vuolo	If adopted, AM 236, 239, 241, 264 fall		
Paragraph 19 a (new)	236	Campomenosi, Tardino, Borchia, Casanova, Fianza	If adopted, AM 239, 241, 264 fall		
Paragraph 19 a (new)	239	Danti, Bilbao Barandica, Katainen, Bauzá Díaz	If adopted, AM 241, 264 fall		
Paragraph 19 a (new)	241	Oetjen	If adopted, AM 264 falls		
Paragraph 23 a (new)	264	Arias Echeverría			
Paragraph 20	244	Flego	If adopted, AM 245 falls		
Paragraph 20	245	Rasmussen, Riquet, Oetjen, Karleskind	If adopted, AM 251, 246, 247, 248 fall		
	251	Paulus	If adopted, AM 246, 247, 248, 249 fall		
	246	Campomenosi, Tardino, Borchia, Casanova	If adopted, AM 247 falls		
	247	Ameriks			
	248	Furore			
	249	Van Overtveldt			
	250	Pimenta Lopes			
Paragraph 20b (new)	INTA 11		<i>(next vote INTA 36)</i>	+	
	INTA 36		<i>(next vote INTA 37)</i>	+	
	INTA 37		<i>(next vote INTA 38)</i>	+	
	INTA 38		<i>(next vote CA 7)</i>	+	
Paragraph 21	253	Ameriks			

	254	Campome nosi, Tardino, Borchia, Casanova	If adopted, AM 255, 256 fall		
	255	Van Brempt, Tax, Vind, Rodríguez- Piñero			
	256	Salini, Vuolo			
Paragraph 21 a (new)	257	Arias Echeverría			
Paragraph 22	258	Rasmussen	Deletion If adopted, AM 260, 259 fall		
	260	Oetjen	If adopted, AM 259 falls		
	259	Van Brempt, Tax, Vind			
Paragraph 23	263	Pimenta Lopes	If adopted, AM 261, 262 fall		
	261	Ameriks	If adopted, AM 262 falls		
	262	Van Brempt, Tax, Vind, Rodríguez- Piñero			
Paragraph 24	265	Paulus	If adopted, AM 266, 267, <u>268</u> fall		
	266	Furore			
	267	Van Brempt, Tax, Vind, Rodríguez- Piñero			
Paragraph 24 a (new)	269	Cutajar	If adopted, AM 268 falls		
Paragraph 24	268	Ameriks			
Paragraph 24 a (new)	270	Van Overtveldt			
Paragraph 25	272	Campomenosi, Tardino, Borchia, Casanova	If adopted, AM 273, 274, 271 fall		
	273	Salini, Vuolo	If adopted, AM 274, 271 fall		

	274	Van Brempt, Tax, Vind, Rodríguez-Piñero	If adopted, AM 271 falls		
	271	Pimenta Lopes			
Paragraph 25 a (new)	276	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Paragraph 25 b (new)	277	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Subheading 4 a (new)	279	Paulus			
Paragraph 26	280	Van Overtveldt			
Paragraph 26 a (new)	281	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Paragraph 26 a (new)	282	Vitanov			
Paragraph 26 a (new)	283	Van Overtveldt			
Paragraph 26 b (new)	284	Van Overtveldt			
Paragraph 26 b (new)	285	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Paragraph 26 c (new)	286	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Paragraph 26 c (new)	287	Van Overtveldt			
Paragraph 27 d (new)	294	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar	If adopted, AM 238 falls		
Paragraph 19 a (new)	238	Flego			
	INTA 6				
	INTA 7				
	INTA 8				
	INTA 12				

	INTA 16				
	INTA 19				
	INTA 21				
	INTA 22				
	INTA 23				
	INTA 28				
	INTA 29				
	INTA 34				
<u>Conclusion</u>					
Paragraphs under subheading 5	CA 7		If adopted, AM 25, 288-293 fall	+	
	Supported by EPP, S&D, Renew, Greens, ECR, ID		(Go to CA 2)		
Paragraph 27	288	Van Brempt, Tax, Vind, Rodríguez-Piñero	If adopted, AM 290, 289 fall		
	290	Oetjen	If adopted, AM 289 falls		
	289	Furore			
Paragraph 27 b (new)	292	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Paragraph 27 c (new)	293	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Recitals					
Recitals A- to E a (new)	CA 2		If adopted, AM 21-27, 29-42, 44-62, 64, 65, 66, 67, 137, 153, 211, 212, 242, 291 and INTA A, B, 1, 2, 3, 25, 32, 33, 35 fall	+	
	Supported by EPP, S&D, Greens, ECR, ID		(Go to AM 43)		

Paragraph 27 a (new)	291	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Recital A	21	Campomenosi, Tardino, Borchia, Casanova	If adopted, AM 22, 23, 25, 26, 24, 30 fall		
	22	Ameriks	If adopted, AM 23, 25, 26, 24, 30 fall		
	23	Paulus	If adopted, AM 25, 26 fall		
	25	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
	26	Lutgen			
	24	Nagtegaal	If adopted, AM 42, 32, 30 fall		
Recital B a (new)	42	Cutajar	If adopted, AM 32, 30 fall		
Recital A a (new)	32	Rasmussen, Riquet, Oetjen, Danti, Katainen, Karleskind	If adopted, AM 30 falls		
Recital A a (new)	30	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Recital A	27	Monteiro de Aguiar			
Recital A a (new)	28	Campomenosi, Tardino, Borchia, Casanova			
Recital A a (new)	29	Paulus			
Recital A a (new)	31	Lutgen			
Recital A b (new)	33	Campomenosi, Tardino, Borchia, Casanova			
Recital A c (new)	35	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Recital B	36	Ameriks	If adopted, AM 37, 38, 34, 39 fall		

	37	Campomenosi, Tardino, Borchia, Casanova	If adopted, AM 38, 34, 39 fall		
	38	Cutajar	If adopted, AM 34, 39 fall		
Recital A b (new)	34	Van Brempt, Tax, Vind, Rodríguez- Piñero, Cutajar			
Recital B	39	Van Brempt, Tax, Vind, Rodríguez- Piñero, Cutajar			
	40	Furore			
	41	Paulus			
Recital B a (new)	43	Paulus	<i>(next vote on CA 1)</i>	-	
Recital B a (new)	44	Van Brempt, Tax, Vind, Rodríguez- Piñero, Cutajar			
Recital B b (new)	45	Van Brempt, Tax, Vind, Rodríguez- Piñero, Cutajar			
Recital B c (new)	46	Van Brempt, Tax, Vind, Rodríguez- Piñero, Cutajar			
Recital C	47	Paulus	If adopted, AM 48, 49, 50 fall		
	48	Pimenta Lopes	If adopted, AM 49, 50 fall		
	49	Van Brempt, Tax, Vind, Rodríguez- Piñero	If adopted, AM 50 falls		
	50	Oetjen			
Recital C a (new)	51	Danti, Bilbao Barandica, Katainen, Bauzá Díaz			
Recital C a (new)	52	Paulus			
Recital C a (new)	53	Pimenta Lopes			

Recital C b (new)	54	Paulus			
Recital C c (new)	55	Paulus			
Recital D	56	Rasmussen, Oetjen, Danti	If adopted, AM 57 falls		
	57	Oetjen			
	59	Campomenosi, Tardino, Borchia, Casanova	If adopted, AM 60, 61, 58 fall		
	60	Ameriks	If adopted, AM 61, 58 fall		
	61	Van Overtveldt			
	58	Paulus			
	62	Pimenta Lopes			
Recital D a (new)	63	Furore			
Recital E	64	Rasmussen			
Recital E a (new)	65	Van Overtveldt			
Subheading 1 a (new)	66	Paulus			
Subheading 1 b (new)	67	Paulus			
Paragraph 9 a (new)	137	Riquet			
Paragraph 11 a (new)	153	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Paragraph 17 e (new)	211	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Paragraph 17 f (new)	212	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			
Paragraph 19 b (new)	242	Van Brempt, Tax, Vind, Rodríguez-Piñero, Cutajar			

	INTA A				
	INTA B				
	INTA 1				
	INTA 2				
	INTA 3				
	INTA 25				
	INTA 32				
	INTA 33				
	INTA 35				
Citations					
Citations 1 - 18 a (new)	CA 1 Supported by EPP, S&D, Renew, Greens, ECR, ID		Replacing AM 1-7, 10-20 If adopted, AM 1-7, 10-20 fall (Go to AM 8)	+	
Citation 1 a (new)	1	Paulus			
Citation 1 a (new)	2	Lutgen			
Citation 1 b (new)	3	Paulus			
Citation 1 b (new)	4	Lutgen			
Citation 1 c (new)	5	Paulus			
Citation 1 d (new)	6	Paulus			
Citation 1 e (new)	7	Paulus			
Citation 1 f (new)	8	Paulus	<i>(next vote on AM 9)</i>	-	
Citation 1 g (new)	9	Paulus	<i>(next go to final vote)</i>	-	

Citation 4 a (new)	10	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Citation 5	11	Pimenta Lopes			
Citation 9 a (new)	12	Ameriks	Identical		
Citation 9 a (new)	13	Campomenosi, Tardino, Borchia, Casanova			
Citation 11 a (new)	14	Lutgen			
Citation 12 a (new)	16	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Citation 12	15	Pimenta Lopes			
Citation 12 b (new)	17	Van Brempt, Tax, Vind, Rodríguez-Piñero			
Citation 16	18	Pimenta Lopes			
Citation 18	19	Pimenta Lopes			
Citation 18 a (new)	20	Ameriks			
Final vote – Draft as amended (Roll-call vote)					

COMPROMISE AMENDMENTS

Building a comprehensive European port strategy

(TRAN/9/11992 - 2023/2059(INI))

Rapporteur: Tom BERENDSEN

Compromise amendment 1

Concerned text: Citations

Supported by: EPP, S&D, RE, Greens, ECR, ID

Replacing: AMs 1-7, 10-20

The European Parliament,

- having regard to the Treaty on the Functioning of the European Union, in particular Title XVIII thereof,
- having regard to the Commission communication of 1 June 2023 entitled ‘Maritime safety: at the heart of clean and modern shipping’ (COM(2023)0268),
- having regard to the joint communication from the Commission and the High Representative of the Union for Foreign Affairs and Security Policy of 10 March 2023 on the update of the EU Maritime Security Strategy and its Action Plan entitled ‘An enhanced EU Maritime Security Strategy for evolving maritime threats’ (JOIN(2023)0008),
- ***having regard to the Maritime Security Strategy Action Plan adopted by the European Council on 24 June 2014,***
- ***having regard to Council conclusions on the revision of the EU Maritime Security Strategy Action Plan adopted by the European Council on 26 June 2018,***
- having regard to the joint communication from the Commission and the High Representative of the Union for Foreign Affairs and Security Policy of 1 December 2021 entitled ‘The Global Gateway’ (JOIN/2021/0030),
- having regard to the joint communication from the Commission and the High Representative of the Union for Foreign Affairs and Security Policy of 12 March 2019 entitled ‘EU-China – A strategic outlook’ (JOIN(2019)0005),

- ***Having regard to the Joint Communication to the European Parliament, the European Council and the Council on “European Economic Security Strategy” of 20 June 2023 (JOIN(2023) 20 final)***
- having regard to the ‘Fit for 55’ Commission package of 14 July 2021 for delivering the European Green Deal,
- ***having regard to the Agreement adopted at the 21st Conference of the Parties to the United Nations Framework Convention on Climate Change (COP21) in Paris on 12 December 2015 (the Paris Agreement);***
- ***having regard to the Commission communication of 20 May 2020 entitled ‘EU Biodiversity Strategy for 2030: Bringing nature back into our lives’ (COM(2020)0380);***
- ***having regard to Directive 2007/60/EC of the European Parliament and of the Council of 23 October 2007 on the assessment and management of flood risks;***
- ***having regard to Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources,***
- having regard to the Commission communication of 23 May 2013 entitled ‘Ports: an engine for growth’ (COM(2013)0295),
- having regard to Regulation (EU) 2023/XXXX of the European Parliament and of the Council of 13 September 2023 (*to be checked*) on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU,
- having regard to Regulation (EU) 2023/XXXX of the European Parliament and of the Council of 13 September 2023 on the use of renewable and low-carbon fuels in maritime transport and amending Directive 2009/16/EC,
- having regard to Directive (EU) 2022/2557 of the European Parliament and of the Council of 14 December 2022 on the resilience of critical entities and repealing Council Directive 2008/114/EC¹,
- having regard to Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014²,
- having regard to Regulation (EU) 2019/452 of the European Parliament and of the Council of 19 March 2019 establishing a framework for the screening of foreign direct investments into the Union³,
- ***Having regard to Regulation (EU) 2022/2560 of the European Parliament and of the Council of 14 December 2022 on foreign subsidies distorting the internal market,***

¹ [OJ L 333, 27.12.2022, p. 164.](#)

² [OJ L 249, 14.7.2021, p. 38.](#)

³ [OJ L 79I, 21.3.2019, p. 1.](#)

- having regard to Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports⁴,
- having regard to Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU⁵,
- having regard to the proposal for a regulation of the European Parliament and of the Council on Union 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 (COM(2021)0812),
- having regard to its resolution of 16 September 2021 on a new EU-China strategy⁶,
- having regard to its resolution of 27 April 2021 on technical and operational measures for more efficient and cleaner maritime transport⁷,
- ***having regard to the Commission Regulation (EC) No 906/2009 of 28 September 2009 on the application of Article 81(3) of the Treaty to certain categories of agreements, decisions and concerted practices between liner shipping companies (consortia), and the Communication to the Commission of 10 October 2023 on its expiry on 25 April 2024;***
- having regard to its resolution of 12 March 2019 on security threats connected with the rising Chinese technological presence in the EU and possible action on the EU level to reduce them⁸,
- ***having regard to the September 2023 study on “Chinese Investments in European Maritime Infrastructure”, requested by the Committee on Transport and Tourism written by authors of the Mercator Institute for Chinese Studies (MERICS), The Vienna Institute for International Economic Studies (wiiw) and the Institute of International Economic Relations, cf. <https://bit.ly/3rlVcff>,***
- ***having regard to the 18 October 2023 Communication of the European Commission on the EU Roadmap to fight Drug Trafficking and Organised Crime,***
- having regard to Rule 54 of its Rules of Procedure,
- having regard to the opinion of the Committee on International Trade,
- having regard to the report of the Committee on Transport and Tourism (A9-0000/2023),

⁴ OJ L 57, 3.3.2017, p. 1.

⁵ [OJ L 348, 20.12.2013, p. 1.](#)

⁶ OJ C 117, 11.3.2022, p. 40.

⁷ [OJ C 506, 15.12.2021, p. 12.](#)

⁸ OJ C 23, 21.1.2021, p. 2.

Compromise amendment 2

Concerned text: Recitals

Supported by: EPP, S&D, RE, Greens, ECR, ID

Replacing: AMs 21-27, 29-42, 44-62, 64, 65, 66, 67, 137, 153, 211, 212, 242, 291

- A. whereas our ports are the European Union's gateways to the world and as such play a crucial role in our economy, ***providing*** wealth and jobs, by facilitating ***external*** trade, ***connecting to the hinterland, ensuring growth in the Blue Economy and industrial production, the energy transition and security of energy supplies as well as the strategic autonomy of the Union;***
- B. whereas ports carry out a vital public service and should be ***recognised and*** valued as such;
- C. whereas, while competition between ports is beneficial, a race to the bottom between them at the cost of security or increased ***political influence or*** foreign control via investments ***by non-EU entities, in particular state-owned-controlled-or-influenced enterprises,*** should be avoided;
- D. whereas non-EU ***state-owned enterprises, or enterprises directly or indirectly controlled by foreign states*** have strategically increased their ***financial and operational*** stakes in European ports, ***terminals, companies*** and port infrastructure;
- Da. whereas the European Union has highlighted its desire for more autonomy in strategic sectors, but has done little to respond to China's growth in the maritime sector and its security repercussions;***
- Db. whereas ports are highly complex environments with many different stakeholders and many different interests, making recognizing and assessing the risks of foreign influence an arduous but crucial exercise;***
- E. whereas the Russian war of aggression against Ukraine has demonstrated the unacceptable risks of being dependent on single non-EU countries in strategic sectors ***as well as the crucial need to strengthen the security and the resilience of maritime infrastructure and value chains, to ensure the flow of vital goods;***
- Ea. whereas ports have taken on renewed importance from a military and defence point of view, including the dual use of port infrastructures;***
- F. whereas European ports are often competing with third-country ports in which third-country foreign investments are further exacerbating a lack of level playing field when it comes to competitiveness and the respect of sustainability standards, workers' rights and fiscal burdens;***

- Fa.** *whereas particular attention should be paid to the negative effects of evasive behaviours via the relocation of transshipment activities to ports outside of the Union, both in terms of decreasing competitiveness of EU ports and increasing carbon leakages;*
- G.** *whereas ports have played an indispensable role in EU crisis management, by ensuring the continuance of supply chains and setting up of alternative routes; including through establishing at short term alternative routes for the provision of LNG and increasing Europe's gas storage;*
- H.** *whereas in outermost regions and islands ports often serve as the main social and economic connection lifeline to the rest of the Union;*
- I.** *whereas ports are essential for the decarbonisation of waterborne transport, taking into account the goals of the Green Deal, of pollution reduction and the essential role of offshore renewable energy; whereas it is important to reduce air pollution from ships in port areas, including black carbon (BC) emissions;*
- Ia.** *whereas port areas and port operations throughout the EU will be vulnerable to sea level rise;*
- Ib.** *whereas ports combine and safeguard a variety of different coastal activities for the benefit of citizens, coastal communities and the marine environment by helping to maintain coastal habitats and improve air quality in conurbations around ports;*
- Ic.** *whereas an improved logistics planning between ports and customers, including shipping lines, could avoid unnecessary road transport across Europe; whereas more cooperation between ports, with the aim of tightening intra-regional links and shortening connections, could lead to more efficient investments in port infrastructure, more resilient import/export routes, and a more efficient use of resources, public and private money, and under-used capacities;*
- J.** *whereas ports are part of a wider waterborne eco-system comprising a wide range of activities, including shipping, shipbuilding, maritime equipment manufacturing, inland navigation, and logistics;*
- K.** *whereas the apparent need for a multi-disciplinary and holistic approach to European ports has not been translated into concrete measures by the European Commission, resulting in a patchwork of port-related regulations that has built up over time.*

Compromise amendment 3

Concerned text: Paragraphs under heading “Foreign influence”

Supported by: EPP, S&D, RE, Greens, ECR, ID

Replacing: AMs 68-76, 78-97, 100-122, 124-136, 138-145, 147, 148, 177, 237, 275, 278

Foreign influence

1. Highlights repeated warnings by intelligence agencies against the risks of economic dependence, espionage and sabotage caused by the economic presence ***and operational involvement*** of entities from non-EU countries in our critical infrastructure and strategic sectors, such as ports⁹, ***including via vessels***;
2. Calls on the Commission to present an EU strategic policy framework to reduce and limit influence ***as well as financial*** and operational control by non-EU countries in the EU’s ports and in their processes and hinterland operations, ***including cases of participation and control in the management of a port authority, in a spirit of finding a balance between keeping an open investment environment, and mitigating risks***; ***calls on the Commission and Member States to also monitor the involvement of third countries in the ports of neighbouring countries falling within the scope of the European Neighbourhood Policy and the Enlargement Policy***;
3. Calls on the Commission ***to propose a framework*** to continuously monitor and report, ***together with Member States***, on the influence of non-EU countries in EU ports, ***in particular TEN-T ports***, EU terminal management and global container shipping and assess the potential links between the actions of a given non-EU country in these sectors;
4. Stresses that limiting foreign investments, ***in particular by state-owned-controlled-or-influenced enterprises***, in an individual port in one Member State can negatively affect the competitive position of that port compared to neighbouring ports that do not have these limitations, which underlines the need for a joint European strategy ***for ports***, ***Considers that an asymmetrical spread of foreign investments between EU countries may threaten the unity, the crisis management capabilities and the resilience of the EU***; ***asks the Commission to analyse the potential impact on employment and trade at local and EU level that may result from limiting non-EU investments in European ports***;
5. Stresses that despite the existence of protective mechanisms at EU level, such as the screening of foreign direct investments and competition rules, these instruments are insufficient for addressing the increasing economic strength of external powers through

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

- individual companies, *including state-owned-controlled-or-influenced enterprises*, and depend heavily on implementation by individual Member States;
6. Underlines the importance of increasing EU cooperation in screening and blocking inbound investments in critical infrastructures, where major negative impacts on other Member States or the whole EU cannot be excluded, *including information sharing about threats and opportunities*;
 - 6a. *Strongly encourages the Commission to strengthen the role of the protective measures for ports via an ambitious revision of the Foreign Direct Investments Regulation (FDI Regulation), including by making a foreign direct investment screening system mandatory in all Member States, ensuring that screening processes are clear, objective, and that definitions, scope and procedural aspects are coherent across Member States, in order to ensure a level playing field across Europe*;
 - 6aa. *Underlines also the crucial importance of the mechanism in article [47] of the revised TEN-T regulation [xxx/2024], mandating Member States to screen third country investments in TEN-T infrastructure for their potential risks to security, public order or strategic autonomy of the EU, which must be considered as complementary to the provisions of the FDI Regulation; as this mechanism applies both to investments in infrastructure (e.g. acquisition of shares in a terminal) as well as to infrastructure works performed in the EU by a third country company (e.g. in a public procurement to build a terminal in a European port) and as it also foresees a possibility for other Member States potentially affected to provide comments to the Member State undertaking a screening, its effective application for concerned port infrastructure should be a cornerstone a European Port Strategy*;
 - 6b. *Underlines the importance of monitoring the implementation of Regulation (EU) 2022/2560 on foreign subsidies distorting the internal market; calls on the Commission to closely monitor the port sector's market and, if necessary, intervene ex officio as provided for under Article 9 of this Regulation*;
 7. Calls on the Commission to research and assess the impact of vertical integration in maritime logistics, the Consortia Block Exemption Regulation, *due to expire in 2024*, and the formation of container alliances on non-EU country influence in EU ports; *calls on the Commission to intervene when necessary, in order to ensure a fair competition, power balance and level playing field between all actors in the port ecosystem*;
 8. Underlines that, in particular, aggregated Chinese presence *of enterprises under the control and/or influence of the Chinese state* in the core network ports and nodes of the Trans-European Transport Network (TEN-T) carries important implications for the resilience *and security* of individual nodes and the network as a whole; *recalls that the presence of third-country investors in ports may hamper their dual use role*;
 9. *Calls on* the Commission and the Member States to *urgently* carry out a risk assessment of China's involvement in maritime infrastructures that includes its impact on labour and the environment, dependencies, *and* an assessment of bottlenecks in the shipping of goods from China to the EU and transshipment. *This assessment should also include other non-EU countries*;

- 9a. *Recalls that the maritime and port sectors in Europe are characterized by a patchwork of different governance structures - with different means to allow investments, ranging from licensing and concession schemes, over the granting of ownership of port infrastructure, to full operational power over port authorities; highlights in this respect the importance of port managing bodies' risk mitigation measures to safeguard control through setting multiple conditions (operational, social, environmental, etc.) under which a terminal should be operated; underlines however the limits of an approach exclusively based on port concessions and/or lease contracts;***
10. Suggests that all Member States introduce laws and develop contingency plans for a major conflict scenario or other state of emergency, ***or for cases of clear misuse or dual use of critical infrastructure with negative repercussions on security or public order***, to ***be able to*** retake control of ports, terminals and other maritime infrastructure, ***including the cancellation of the rights of concession, and/or the suspension of the capacity of domain in the cases of property and participation;***
- 10b. *Calls for significant public and private investments in ports located in overseas territories and outermost regions to turn them into strategic clusters for multi-modal transport, energy generation, storage and distribution as well as defence; calls on the Commission to include provisions to limit influence and operational control by non-EU countries in those ports in its proposal;***

Compromise amendment 4

Concerned text: Paragraphs under heading “Security”

Supported by: EPP, S&D, Renew, Greens, ECR, ID

Replacing: AMs 77, 98, 99, 146, 149-152, 154-176, 178-182, 243

Security

11. Calls on the Commission *and Member States* to specifically address the need to ***prevent and*** reduce the risks of espionage and sabotage in ports with a ***dual use or*** military function, such as ports that are used by NATO, ***including via foreign vessels***;
12. Calls on the Commission *and Member States* to address the use of trusted technology in maritime logistics and in the functioning of container terminals; expresses its concern about the increasing dependence on non-EU producers for (border) security equipment in ports, as well as ship-to-shore cranes which are able to collect data on the origin and destination of containers; ***encourages investments in research and development in these areas, so that EU companies would take over the lead in the production and sale of these technologies***;
- 12a. ***Considers that complex and highly digital logistics operations lead to an increased vulnerability to interruptions of entire logistic chains; therefore asks to limit and monitor the access of foreign state-owned-controlled-or-influenced entities to port operations and information***;
- 12b. ***Calls on the Commission to pay particular attention to the threat that foreign investments may pose to intellectual property in particular through forced technology transfers***;
13. Emphasises that a high level of cybersecurity *and cyber resilience* of all actors in our ports is crucial to prevent espionage and severe disruptions of port systems and operations, ***while the risk of cyber threats has increased significantly in the last few years; asks the Commission to further research and collect data on the coverage and risks of non-EU companies' involvement in cyber and data security in critical infrastructure and to support the development of comprehensive contingency plans for ports with technical and operational support from the European Maritime Safety Agency; considers that the risk of negative spill-over effects from a lack of cybersecurity from one port to another is high and that therefore high standards should be maintained by all Member States and that the sharing of best practices and experiences is recommended***;
- 13a. ***Highlights the growing importance of critical infrastructure protection at sea and underwater (including energy pipelines, communication networks and offshore renewable energy facilities) for the safety and security of EU waters and operations therein***;

14. Underlines that while data-sharing in logistics contributes to the efficiency, agility and resilience of supply chains, the use of non-EU state-*owned-controlled-or-influenced* platforms in ports poses economic and strategic risks for the EU and should be prevented;
15. *Deplores* that EU ports are *misused by criminal organisations as key entry points for illicit drugs having an effect on society as a whole and undermining the safety of ports, adjacent cities and their citizens*; calls on the Commission to present measures for effective European cooperation to combat drug trafficking, extraction and criminal subversion; *welcomes in this respect the Commission's 18 October 2023 roadmap to fight Drug Trafficking and Organised Crime and underlines the need for an EU coordinated approach to combat all kinds of transnational organized crime*;
- 15a. *Stresses that European ports are particularly exposed to the trafficking of other illicit products such as weapons or counterfeit items, as well as to customs and VAT fraud and that it is necessary to step up also the fight against these activities; underlines in this respect the importance of cooperation between port management bodies and law enforcement authorities, including in the usage of digital tools and data to ensure safe and secure port operations; considers that ports should be able to have access to all tools needed to contribute to their security, when there is sufficient legal justification*;
- 15b. *Underlines that the security of ports depends on their resilience to climate and environmental change; therefore calls on the Commission to carry out a study to analyse the climate risks for European ports and related transport infrastructure, setting out categories of risks, e.g. rising sea levels, flooding, extreme heat, to analyse the risks by region, and to identify the measures to address these risks, including the costs of these measures and the investments needed; calls on Member States to realise a long-term environmental risk assessment for critical port infrastructure and provide in a timely manner adapting measures*;

Compromise amendment 5

Concerned text: Paragraphs under heading “Role of ports in energy transition”

Supported by: EPP, S&D, RE, Greens, ECR, ID

Replacing: AMs 123, 183-208, 210, 213-219, 221, 223-225, 227-229, 240

Role of ports in energy transition

16. Stresses the vital role ports play in the energy transition *as set in the EU Green Deal*, as energy hubs for the conversion, conditioning and storing of energy carriers, *for energy generation*, for the import of critical raw materials, *as carbon capture and storage hubs*, as servicing stations *and manufacturing hubs* for offshore energy facilities and as nodes in transport systems supporting the energy transition;
17. Calls on the Commission *and Member States* to address the increasing need for investments in ports *and terminals* and their infrastructure so that they can assume their role in the energy transition; *calls on the Commission to analyse and address the need for fast track permitting of port expansions in the context of the energy transition, such as offshore wind deployment, so the ports will not become a bottleneck in the energy transition; highlights the need for a more sustainable management of maritime space and coasts to unlock the potential of offshore renewable energy; Encourages the use of harbour areas for photovoltaic and wind energy deployment;*
- 17a. *Stresses the importance of increasing synergies between the trans-European transport network and the trans-European energy network;*
- 17b. *Asks the Commission to include ports in its Circular Economy strategy and assist Member States and local Port Authorities by providing guidance on implementing projects related to circularity; calls on Commission to address the increasing problem of oil slick in ports and shipping channels;*
- 17c. *Asks the Commission to deliver on its modal shift ambition as put forward in the Green Deal and tackle the remaining challenges on inland waterways and, especially, rail freight to boost its uptake in ports and their connectivity to the hinterland;*
18. Underlines that an energy transition in ports, *in the shipbuilding industry as well as the maritime sector*, will not be possible without a skilled workforce, *and adequate public and private funding; urges the Commission to provide future-proof training, education and life-long learning opportunities, and to promote social dialogue, to put port workers in the centre of the digital and green transition, and to make the industry more attractive to women; reiterates the important societal role of ports in providing many direct and indirect jobs and stresses the need to safeguard fair and safe working conditions for all port and maritime workers; highlights that recent crises have shown that seafarers, crew members, fishers and port workers are essential ‘front line’ workers and their wellbeing is vital to keep the world moving;*

Compromise amendment 6

Concerned text: Paragraphs under heading “Competitiveness of EU ports and companies”

Supported by: EPP, S&D, RE, Greens, ECR, ID

Replacing: AMs 84, 220, 222, 230-236, 238, 239, 241, 244-274, 276, 277, 279-287, 294

Competitiveness of EU ports and companies

19.0 Stresses that a European Port Strategy should have the competitiveness of ports among its main priorities;

19. Stresses that strengthening the economic position of EU ports and improving their competitiveness in a global economy is crucial for limiting foreign influence and security risks *as well as for Europe’s supply chain sovereignty; considers that European legislation should not undermine the competitiveness of EU ports and create carbon and business leakage to ports outside the EU;*
- 19a. *Underlines the risks of delocalisation of container transshipment activities to non-EU ports with the aim of evading the requirements of EU emission trading system (ETS) Directive and the FuelEU Maritime Regulation; calls for the strict application of the transshipment monitoring provisions of these two legislations to detect and prohibit such behaviour as well as for an assessment as to whether these provisions are sufficient to effectively deter evasive behaviour to the detriment of both the environment and of growth and jobs in Europe and whether additional measures are necessary;*
20. Calls on the Commission to analyse and address the investment needs of **European** ports in order for them to ~~be~~ **remain** competitive in the future and to work towards a more stable investment climate including transparency and predictability in investment assessments, *both public and private;*
- 20a. *Underlines that in order to maintain the competitiveness of EU ports and the functioning of a possible European Port Strategy, excessive administrative burden that could undermine the working of such a strategy should be avoided;*
21. Recalls that ports are not stand-alone assets as they have their place in a vast **waterborne ecosystem** of maritime logistics **and industry** and supply chains driven by demand from European importers and exporters;
22. Is concerned about EU shipping companies facing restrictive maritime cabotage law in China, which de facto forbids them from carrying out cabotage operations between Chinese ports, while cabotage operations constitute a core element of the business model of Chinese shipping companies in and between certain EU ports; calls on the Commission to explore the possibility of introducing **a reciprocal** EU maritime

cabotage law that could apply to *certain* non-EU shippers, *such as China*; *recalls that the lack of investment reciprocity in ports harms EU's interests*;

23. Underlines the importance of the EU Global Gateway initiative as a strategic global alternative to the Chinese Belt and Road Initiative; *emphasizes the potential of Global Gateway projects in the maritime industry (e.g. port infrastructure, hinterland road and rail connection, green hydrogen) to create a network of ports that facilitate trade and investment and mutually beneficial partnerships*;
24. Stresses the urgent need for improving the strength, capacity *and resilience* of hinterland connections *of European ports*, particularly those that are part of TEN-T, *taking into account the need for emission reduction and energy efficiency and aiming to shift inland transport to rail and inland waterways as far as possible while also preparing for the impacts of climate change such as extreme weather events and low water levels in inland waterways*;
- 24a. *Suggests that the Commission establish an “Atlas of European Ports”, mapping, among others, European commercial ports’ availability of on-shore power supply and alternative fuels, hinterland infrastructure (rail in particular) and shipping lanes, which could possibly build on the TENtec interactive maps and the European Alternative Fuels Observatory, but include also smaller ports and further information; considers that such a mapping could help form an overall factual basis for the continued development of EU ports and related industries, such as freight and passenger transport, cruise traffic, fishing, offshore wind, fuel bunkering and manufacturing*;
25. Underlines the importance of maritime manufacturing, *such as shipbuilding and its supply-chain*, in the EU as a foundation for maintaining a thriving *waterborne* sector; *Calls on the Commission to research and assess the impact of Europe’s dependence on foreign maritime manufacturing, to urgently define an ambitious European Industrial Maritime Strategy, and take adequate measures to enhance the competitiveness and resilience of Europe’s shipyards and their entire supply chains*;
26. Calls on the Commission to *introduce an enabling digital framework* to stimulate programmes for innovation and further port digitalisation, such as smart ports programmes, with a view to improving the efficiency, productivity and sustainability of ports; *underlines in particular the potential of digitalisation for port call optimisation (to reduce waiting times in coastal waters and ports), just-in-time arrivals, advanced navigation systems (for fuel savings and emission reduction), automatic identification systems (for increased safety at sea enforcement of environmental provisions), as well as for drones and artificial intelligence solutions leading to better decisions on port infrastructure*;
- 26a. *Emphasizes that adequate funding and financing instruments will need to be allocated to ports to remain competitive, play an enabling role in the green transition, and contain risks of foreign influence; asks to increase the funding designated to ports under the Connecting Europe Facility; Underlines the importance of private investments in ports and that companies are the ones providing employment and innovation in and around ports*;

Compromise amendment 7

Concerned text: Paragraphs under heading “Conclusion”

Supported by: EPP, S&D, RE, Greens, ECR, ID

Replacing: AMs 25, 288-293

Conclusion

- 26b.** *Calls for a European Port Summit to further develop the aforementioned issues and to explore the possibilities for enhanced cooperation between European ports to this end;*
27. Calls on the Commission to present a comprehensive *European Port Strategy* addressing the aforementioned issues ***by the end of 2024***;
28. Instructs its President to forward this resolution to the Council and the Commission.