



2019/2191(INI)

29.3.2021

AMENDMENTS

1 - 164

Draft report
Izaskun Bilbao Barandica
(PE680.983v01-00)

Railway safety and signalling: Assessing the state of play of the European Rail Traffic Management System (ERTMS) deployment
(2019/2191(INI))

Amendment 1
Jakop G. Dalunde

Motion for a resolution
Citation 3 a (new)

Motion for a resolution

Amendment

— ***having regard to Special Report 13/2017 of the European Court of Auditors (ECA) dated 3 October 2017 entitled "A single European rail traffic management system: will the political choice ever become reality?"^{1a}***

1a

https://www.eca.europa.eu/Lists/ECADocuments/SR17_13/SR_ERTMS_RAIL_EN.pdf

Or. en

Amendment 2
Roman Haider, Georg Mayer

Motion for a resolution
Recital A

Motion for a resolution

Amendment

A. whereas the European Rail Traffic Management System (ERTMS) is the European standard for the Automatic Train Protection (ATP) that allows an interoperable railway system in Europe;

A. whereas the European Rail Traffic Management System (ERTMS) is the European standard for the Automatic Train Protection (ATP) that allows an interoperable railway system in Europe, ***but it has not yet been deployed on a scale anything like sufficient to generate benefits for the transport sector as a whole;***

Or. de

Amendment 3
Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-

Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution

Recital A a (new)

Motion for a resolution

Amendment

A a. whereas four Memoranda of Understanding (MoU) on the cooperation for the deployment of the ERTMS were signed by European Commission and the European rail manufacturers, infrastructure managers and railway undertakings, the last one being in September 2016;

Or. en

Amendment 4

Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution

Recital B

Motion for a resolution

Amendment

B. whereas important legislative steps have been taken, including the adoption in June 2016 of the Fourth Railway Package, which regulates rail governance issues and reinforces the role of the European Railway Agency (the Agency);

B. whereas important legislative steps have been taken, including the adoption in June 2016 of the Fourth Railway Package, which regulates rail governance issues and reinforces the role of the European Railway Agency (the Agency) ***as system authority for ERTMS as well as the revision of the Technical Specification for Interoperability for the on-board and trackside Control Command and Signalling (CCS TSI) subsystems adopted by Commission Regulation (EU) 2016/919, which gives legal status to the ETCS Baseline 3 Release 2 and GSM-R Baseline 1 specifications;***

Or. en

Amendment 5

Jakop G. Dalunde

Motion for a resolution
Recital C a (new)

Motion for a resolution

Amendment

C a. Whereas a fully deployed ERTMS would allow for a traffic capacity increase of up to 30% on existing railway infrastructure;

Or. en

Amendment 6
Isabel García Muñoz, Andris Ameriks

Motion for a resolution
Recital D a (new)

Motion for a resolution

Amendment

D a. whereas the report of October 2019 from the EC Expert Group on the Competitiveness of the European Rail Supply Industry states that ERTMS is a flagship of the EU industry's innovative power;

Or. en

Amendment 7
Jakop G. Dalunde

Motion for a resolution
Recital D a (new)

Motion for a resolution

Amendment

D a. Whereas the ECA have warned that the full core network deployment of ERTMS is currently far behind schedule and will not be completed by the 2030 deadline;

Or. en

Amendment 8
Jakop G. Dalunde

Motion for a resolution
Recital D b (new)

Motion for a resolution

Amendment

D b. whereas the ECA lists the lack of Commission oversight and subsequent lack of Member State coordination as one of the primary reasons for this delay;

Or. en

Amendment 9
Isabel García Muñoz, Andris Ameriks

Motion for a resolution
Recital E a (new)

Motion for a resolution

Amendment

E a. Whereas for the new programming period, according to the EU climate tracking methodology for EU expenditure, ERTMS accounts for 40% contribution to climate and environment objectives respectively and taking into account that 30% of expenditure under the Cohesion Policy Funds and InvestEU, 37% under the Recovery and Resilience Facility and 60% under the Connecting Europe Facility must be allocated to actions combating climate change;

Or. en

Amendment 10
Jakop G. Dalunde

Motion for a resolution
Recital E a (new)

Motion for a resolution

Amendment

E a. Whereas the ERTMS accounts for a 40% contribution to climate and environment objectives, according to the EU climate tracking methodology; recalls that EU programmes funding the deployment of ERTMS have climate mainstreaming targets, such as 30% in the Cohesion Policy Funds and InvestEU, 37% in the Recovery and Resilience Facility and 60% in the Connecting Europe Facility;

Or. en

Amendment 11

Massimiliano Salini, Barbara Thaler, Marian-Jean Marinescu

Motion for a resolution

Recital E a (new)

Motion for a resolution

Amendment

E a. Whereas there is no legal obligation in place for Member States to adopt measures to ensure that railway undertakings plan the investments in ERTMS and the decision to invest in the retrofitting of the rolling stocks with OBUs lays on the sole initiative of the railway undertakings;

Or. en

Amendment 12

Carlo Fidanza

Motion for a resolution

Recital E a (new)

Motion for a resolution

Amendment

E a. Whereas the deployment of ERTMS should necessarily involve the Decommissioning of Class-B systems

installation of the ETCS trackside components along with the widespread retrofit of the rolling stocks with the ERTMS on-board units interoperable sub-systems;

Or. en

Amendment 13
Dominique Riquet

Motion for a resolution
Recital E a (new)

Motion for a resolution

Amendment

Ea. whereas investment in the ERTMS shall form part of the 60% of spending towards climate and environmental objectives and 20% towards the digital transition as defined in the EIM;

Or. fr

Amendment 14
Jakop G. Dalunde

Motion for a resolution
Recital E b (new)

Motion for a resolution

Amendment

E b. Remembering the Alvia train accident in Santiago de Compostela on 24 July 2013, where the delayed installation and activation of ERTMS constituted a contributing factor in the tragic deaths of 80 people and a further 144 injured; underlines, in the light of this accident, that the rapid deployment of ERTMS will improve the security of railway passengers and workers;

Or. en

Amendment 15

Massimiliano Salini, Barbara Thaler, Marian-Jean Marinescu

Motion for a resolution

Recital E b (new)

Motion for a resolution

Amendment

E b. Whereas the backward compatibility of the ERTMS sub-systems on board units should be necessarily ensured in order to allow for a swift ERTMS deployment combined with the uptake of new command and control technologies such as satellite-driven operations (GNSS) and the automatic train operations (ATO) in the near future;

Or. en

Amendment 16

Carlo Fidanza

Motion for a resolution

Recital E b (new)

Motion for a resolution

Amendment

E b. E b (New). Whereas the decommissioning of Class B systems is moving at a slow pace in the EU, hindering the deployment of ERTMS, and the European Commission should undertake actions to ensure that Member States define a decommissioning target date in their ERTMS National implementation plan (NIPs);

Or. en

Amendment 17

Carlo Fidanza, Kosma Złotowski

Motion for a resolution

Recital E c (new)

E c. Whereas it is of vital importance to create a framework of economic incentives to advance the responsiveness of the Railway undertakings in planning the investments in the retrofit of the rolling stock, while the procedures of authorization and conformity of the OBUs in the Member States should not represent a burden to the RUs investment decision;

Or. en

Amendment 18
Carlo Fidanza

Motion for a resolution
Recital E d (new)

Motion for a resolution

Amendment

E d. New recital F - Whereas the Recovery and Resilience Facility establishes that 20% of the investments should be digitally oriented and taking into account that in its Methodology for digital tagging set up in Annex VII of the Recovery and Resilience Facility Regulation, ERTMS accounts for 100% digital investment;

Or. en

Amendment 19
Maria Grapini

Motion for a resolution
Paragraph 1

Motion for a resolution

Amendment

1. Underlines that rail is one of the most sustainable and energy-efficient modes of transport, and that rail is not yet achieving its full potential, in spite of the

1. Underlines that rail is one of the most sustainable and energy-efficient modes of transport, and that rail is not yet achieving its full potential, in spite of the

positive developments in the sector, such as the constant increase in rail passenger volumes and rail freight volumes, even if these have been uneven over the past few years ;

positive developments in the sector, such as the constant increase in rail passenger volumes and rail freight volumes, even if these have been uneven over the past few years; ***considers it necessary, therefore, to further encourage the use of rail services by European travellers;***

Or. ro

Amendment 20
Carlo Fidanza, Roberts Zile

Motion for a resolution
Paragraph 1

Motion for a resolution

1. Underlines that rail is ***one of*** the most sustainable and energy-efficient ***modes of transport***, and that ***rail is not yet achieving its full potential, in spite of the*** positive developments in the sector, such as ***the*** constant increase in rail passenger volumes and rail freight volumes, ***even if these have been uneven over the past few years ;***

Amendment

1. Underlines that rail is the most sustainable and energy-efficient ***mode of mass transportation***, and that ***ERTMS is indispensable to allow*** positive developments in the sector, such as ***a*** constant increase in rail passenger volumes and rail freight volumes;

Or. en

Amendment 21
Jakop G. Dalunde

Motion for a resolution
Paragraph 1

Motion for a resolution

1. Underlines that rail is ***one of*** the most sustainable and energy-efficient ***modes of*** transport, and that rail is not yet achieving its full potential, in spite of the positive developments in the sector, such as the constant increase in rail passenger volumes and rail freight volumes, even if these have been uneven over the past few

Amendment

1. Underlines that rail is the most sustainable and energy-efficient ***mode of mass passenger and freight*** transport, and that rail is not yet achieving its full potential, in spite of the positive developments in the sector, such as the constant increase in rail passenger volumes and rail freight volumes, even if these have

years ;

been uneven over the past few years;

Or. en

Amendment 22

Roman Haider, Georg Mayer

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Underlines that rail is one of the most sustainable and energy-efficient modes of transport, and that rail is not yet achieving its full potential, in spite of the positive developments in the sector, such as the constant increase in rail passenger volumes and rail freight volumes, even if these have been uneven over the past few years ;

Amendment

1. Underlines that rail is **currently** one of the most sustainable and energy-efficient modes of transport, and that rail is not yet achieving its full potential, in spite of the positive developments in the sector, such as the constant increase in rail passenger volumes and rail freight volumes, even if these have been uneven over the past few years;

Or. de

Amendment 23

Barbara Thaler, Sven Schulze, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Massimiliano Salini, Henna Virkkunen

Motion for a resolution

Paragraph 1 a (new)

Motion for a resolution

Amendment

1 a. Points out that harnessing the full potential of ERTMS unquestionably depends on the completion of the TEN-T core network; therefore calls on the EC to strengthen the role of the core network coordinators in the upcoming revision of the TEN-T regulation, including measures for an European management of the core network infrastructure;

Or. en

Amendment 24
Jakop G. Dalunde

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Points out that the European Green Deal calls for a major modal shift to rail and that the new Sustainable and Smart Mobility Strategy sets the milestones of doubling high-speed rail traffic by 2030 and rail freight traffic by 2050;

Amendment

2. Points out that the European Green Deal calls for a major modal shift to rail and that the new Sustainable and Smart Mobility Strategy sets the milestones of doubling high-speed rail traffic by 2030 and rail freight traffic by 2050; ***welcomes the ambition, but is of the opinion that these targets should be set at a higher level; also calls for adopting ambitious targets for non-high-speed rail and regional networks;***

Or. en

Amendment 25
Roman Haider, Georg Mayer

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Points out that the ***European Green Deal calls*** for a major modal shift to rail and that the new Sustainable and Smart Mobility Strategy sets the milestones of doubling high-speed rail traffic by 2030 and rail freight traffic by 2050;

Amendment

2. Points out that the ***EU policies call*** for a major modal shift to rail and that the new Sustainable and Smart Mobility Strategy sets the milestones of doubling high-speed rail traffic by 2030 and rail freight traffic by 2050; ***points out, in that connection, that objectives must be realistic if they are to be achieved in such a way as to generate mobility benefits for EU citizens;***

Or. de

Amendment 26
Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Points out that the European Green Deal calls for a major modal shift to rail and that the new Sustainable and Smart Mobility Strategy sets the milestones of doubling high-speed rail traffic by 2030 and rail freight traffic by 2050;

Amendment

2. Points out that the European Green Deal calls for a major modal shift to rail and that the new Sustainable and Smart Mobility Strategy sets the milestones of doubling high-speed rail traffic by 2030 and rail freight traffic by 2050 ***which require a share increase in rail transport capacity that cannot be obtained without an acceleration of the roll-out of the ERTMS;***

Or. en

Amendment 27
Carlo Fidanza, Roberts Zile

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Points out that the European Green Deal calls for a ***major*** modal shift to rail and that the new Sustainable and Smart Mobility Strategy sets the milestones of doubling high-speed rail traffic by 2030 and rail freight traffic by 2050;

Amendment

2. Points out that the European Green Deal calls for a ***substantial*** modal shift to rail and that the new Sustainable and Smart Mobility Strategy sets the milestones of doubling high-speed rail traffic by 2030 and rail freight traffic by 2050; ***which will not be achieved without a large scale deployment of ERTMS throughout the EU;***

Or. en

Amendment 28
Barbara Thaler, Sven Schulze, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Massimiliano Salini, Henna Virkkunen

Motion for a resolution
Paragraph 2 – subparagraph 1 (new)

Motion for a resolution

Amendment

Stresses, that the full deployment of ERTMS is a crucial prerequisite for rail to be finally competitive with other modes of transport.

Or. en

Amendment 29

Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution

Paragraph 2 a (new)

Motion for a resolution

Amendment

2 a. Recalls that the ERTMS was launched in the 1990s and its aim is to ensure safety of the railway traffic, to foster interoperability among national rail networks and cross-border rail transport, to reduce the purchasing and maintenance costs of the signalling systems as well as to increase the capacity of the infrastructure and the reliability of the rail transport system;

Or. en

Amendment 30

Isabel García Muñoz, Andris Ameriks

Motion for a resolution

Paragraph 2 a (new)

Motion for a resolution

Amendment

2 a. Recalls that ERTMS is crucial for the creation of a Single European Railway Area; stresses, therefore, the importance of prioritizing an optimized coordination of the development and deployment of ERTMS ensuring the implementation throughout the Union of

*a single, transparent, stable, affordable
and interoperable ERTMS system;*

Or. en

Amendment 31

Clare Daly

Motion for a resolution

Paragraph 2 a (new)

Motion for a resolution

Amendment

***2 a. Questions the policy of
accelerating the liberalisation of Member
States' markets which has increased the
precariousness of the railway sector's
workers and has not contributed to the
achievement of objectives such as the
sufficient expansion of passenger and
freight traffic;***

Or. en

Amendment 32

Jakop G. Dalunde

Motion for a resolution

Paragraph 2 a (new)

Motion for a resolution

Amendment

***2 a. Points out that the deployment of
ERTMS will be essential in creating a
European railway sector fit for the digital
age, contributing to the aims set out in the
EU's digital strategy;***

Or. en

Amendment 33

Dominique Riquet

Motion for a resolution

Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Stresses that the ERTMS is helping to create a single European railway area and, thereby, to move road freight on to the railways;

Or. fr

Amendment 34

Isabel García Muñoz, Andris Ameriks

Motion for a resolution

Paragraph 2 b (new)

Motion for a resolution

Amendment

2 b. Welcomes that the new Sustainable and Smart Mobility Strategy confirms that ERTMS must be the heart of a digital rail system and that its roll out should be a key priority in order to create a truly smart transport system with efficient capacity allocation and traffic management;

Or. en

Amendment 35

Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution

Paragraph 3

Motion for a resolution

Amendment

3. Stresses that the ERTMS has become a global standard for train control and communication, and has been deployed in almost 50 countries around the world; calls for the establishment of a European Standardised Traffic Management system, and believes that a

3. Stresses that the ERTMS has become a global standard for train control and communication, and has been deployed in almost 50 countries around the world ***providing for excellent opportunities to increase high value business and expertise within Europe and***

European standard must be swiftly developed before a global rail traffic management system standard is imposed on the EU;

for export; calls for the establishment of a European Standardised Traffic Management system, and believes that a European standard must be swiftly developed before a global rail traffic management system standard is imposed on the EU;

Or. en

Amendment 36
Carlo Fidanza, Roberts Zile

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3 a. Agrees with the statement of the EC Expert Group Report on the Competitiveness of the European Rail Supply Industry that “coming to light as a collaborative, cross-border project, ERTMS is the flagship of EU industry’s innovative power, successfully conquering markets inside and outside Europe”;

Or. en

Amendment 37
Clare Daly

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3 a. Stresses the importance of taking into account all stakeholders, including the social partners, in order to help a smooth transition to the system, by providing sufficient support and training for mastering the new signalling system.

Or. en

Amendment 38

Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Welcomes the Commission's work to establish a Control Command and Signalling (CCS) architecture framework to ensure that rail fully embraces digitalisation that builds the ERTMS;

Amendment

4. Welcomes the Commission's work to establish a Control Command and Signalling (CCS) architecture framework to ensure that rail fully embraces digitalisation that builds the ERTMS *which should allow for easier and more affordable updates and upgrades thanks to further standardisation and modularisation, by introducing the "plug-and-play" principle and by working on harmonised data modelling;*

Or. en

Amendment 39

Roman Haider, Georg Mayer

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Welcomes the Commission's work to establish a Control Command and Signalling (CCS) architecture framework to ensure that rail fully embraces digitalisation that builds the ERTMS;

Amendment

4. Welcomes the Commission's work to establish a Control Command and Signalling (CCS) architecture framework to ensure that rail fully embraces digitalisation that builds the ERTMS; *emphasises that safety must be the primary concern whenever new measures are considered and at every deployment stage;*

Or. de

Amendment 40

Barbara Thaler, Sven Schulze, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Massimiliano Salini, Henna Virkkunen

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4 a. Points out the necessity to materialize synergies between ERTMS and European GNSS as soon as possible in order to:

- reduce costs of deployment;**
- ensure a quick deployment besides the core network;**
- enhance the competitiveness of ERTMS outside Europe;**

Or. en

Amendment 41
Andris Ameriks, Isabel García Muñoz

Motion for a resolution
Paragraph 4 a (new)

Motion for a resolution

Amendment

4 a. Welcomes the commitment of the railway sector to enable the industrialisation of ERTMS, tackling the existing bottlenecks, in particular the standardisation of the future rail system architecture in the framework of Europe's Rail Joint Undertaking's System Pillar.

Or. en

Amendment 42
Isabel García Muñoz, Andris Ameriks

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Welcomes the new tasks entrusted to the Agency under the Fourth Railway Package, and recognises the prominent role of the Agency as a one stop shop which ensures consistency in the development of the interoperable ERTMS, that ERTMS deployment complies with the specifications in force, and that ERTMS-related European research and innovation programmes are coordinated with the development of ERTMS technical specifications;

Amendment

5. Welcomes the new tasks entrusted to the Agency under the Fourth Railway Package, and recognises the prominent role of the Agency as a one stop shop which ensures consistency in the development of the interoperable ERTMS, that ERTMS deployment complies with the specifications in force, and that ERTMS-related European research and innovation programmes are coordinated with the development of ERTMS technical specifications; ***points out the importance of regulatory stability regarding the technical specifications for interoperability as a means of unlocking investments in the ERTMS and asks the Commission to analyse carefully further changes when updating the TSI for 2030 and to ensure compatibility;***

Or. en

Amendment 43

Massimiliano Salini, Barbara Thaler, Marian-Jean Marinescu

**Motion for a resolution
Paragraph 5**

Motion for a resolution

5. Welcomes the new tasks entrusted to the Agency under the Fourth Railway Package, and recognises the prominent role of the Agency as a one stop shop which ensures consistency in the development of the interoperable ERTMS, that ERTMS deployment complies with the specifications in force, and that ERTMS-related European research and innovation programmes are coordinated with the development of ERTMS technical specifications;

Amendment

5. Welcomes the new tasks entrusted to the Agency under the Fourth Railway Package, and recognises the prominent role of the Agency as a one stop shop which ensures consistency in the development of the interoperable ERTMS, that ERTMS deployment complies with the specifications in force, and that ERTMS-related European research and innovation programmes are coordinated with the development of ERTMS technical specifications. ***Furthermore calls for a greater involvement of the Agency in conformity-to-type procedures carried out when the sole national area of use of the retrofitted rolling stocks is involved;***

Amendment 44
Roman Haider, Georg Mayer

Motion for a resolution
Paragraph 5

Motion for a resolution

5. ***Welcomes*** the new tasks entrusted to the Agency under the Fourth Railway Package, and recognises the prominent role of the Agency as a one stop shop which ensures consistency in the development of the interoperable ERTMS, that ERTMS deployment complies with the specifications in force, and that ERTMS-related European research and innovation programmes are coordinated with the development of ERTMS technical specifications;

Amendment

5. ***Is aware of*** the new tasks entrusted to the Agency under the Fourth Railway Package, and recognises the prominent role of the Agency as a one stop shop which ensures consistency in the development of the interoperable ERTMS, that ERTMS deployment complies with the specifications in force, and that ERTMS-related European research and innovation programmes are coordinated with the development of ERTMS technical specifications;

Or. de

Amendment 45
Dominique Riquet

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Believes that the Agency should be provided with the appropriate financial resources and powers to overcome the challenges of ERTMS deployment and functioning that still exist (harmonisation of operational rules and requirement, specification maintenance and change, and public procurement procedures etc.);

Amendment

6. Believes that the Agency should be provided with the appropriate financial resources and powers to overcome the challenges of ERTMS deployment and functioning that still exist (harmonisation of operational rules and requirement, specification maintenance and change, and public procurement procedures etc.), ***stresses that, despite the new powers entrusted to the Agency upon adoption of the Fourth Railway Package, the EU's contribution to the Agency's budget has fallen on the grounds that this has been***

offset by the new fees;

Or. fr

Amendment 46

Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that the Agency should be provided with the appropriate financial resources and powers to overcome the challenges of ERTMS deployment and functioning that still exist (harmonisation of operational rules and requirement, specification maintenance and change, and public procurement procedures etc.);

Amendment

6. Believes that the Agency should be provided with the appropriate financial resources and powers to overcome the challenges of ERTMS deployment and functioning that still exist (harmonisation of operational rules and requirement, specification maintenance and change, and public procurement procedures etc.), ***with the close cooperation of the Member States and due respect for the competences of rail infrastructure managers;***

Or. pl

Amendment 47

Izaskun Bilbao Barandica, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that the Agency should be provided with the appropriate financial resources ***and powers*** to overcome the challenges of ERTMS deployment and functioning that still exist (harmonisation of operational rules and requirement, specification maintenance and change, and public procurement procedures etc.);

Amendment

6. Believes that the Agency should be provided with the appropriate financial ***and human*** resources ***as well as be further empowered in order*** to overcome the challenges of ERTMS deployment and functioning that still exist (harmonisation of operational rules and requirement, specification maintenance and change, and public procurement procedures etc.) ***and to lead the technical introduction of new***

technologies;

Or. en

Amendment 48

Massimiliano Salini, Barbara Thaler, Marian-Jean Marinescu

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that the Agency should be provided with the appropriate financial resources and powers to overcome the challenges of ERTMS deployment and functioning that still exist (harmonisation of operational rules and requirement, specification maintenance and change, and public procurement procedures etc.);

Amendment

6. ***Deplores the recent downscale of the Agency yearly budget and*** believes that the Agency should be provided with the appropriate financial resources and powers to overcome the challenges of ERTMS deployment and functioning that still exist (harmonisation of operational rules and requirement, specification maintenance and change, ***conformity-to-type procedures*** and public procurement procedures etc.);

Or. en

Amendment 49

Isabel García Muñoz, Andris Ameriks

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that the Agency should be provided with the appropriate financial resources and powers to overcome the challenges of ERTMS deployment and functioning that still exist (harmonisation of operational rules and requirement, specification maintenance and change, and public procurement procedures etc.);

Amendment

6. Believes that the Agency should be provided with the appropriate financial resources and powers to ***increase competitiveness and*** overcome the challenges of ERTMS deployment and functioning that still exist (harmonisation of operational rules and requirement, specification maintenance and change, and public procurement procedures etc.);

Or. en

Amendment 50
Dominique Riquet

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Believes that the Agency should be provided with the appropriate financial resources and powers to overcome the challenges of ERTMS deployment and functioning that still exist (harmonisation of operational rules and requirement, specification maintenance and change, *and* public procurement procedures etc.);

Amendment

6. Believes that the Agency should be provided with the appropriate financial resources and powers to overcome the challenges of ERTMS deployment and functioning that still exist (harmonisation of operational rules and requirement, specification maintenance and change, public procurement *procedures, length of type-approval* procedures etc.);

Or. fr

Amendment 51
Barbara Thaler, Sven Schulze, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Massimiliano Salini, Henna Virkkunen

Motion for a resolution
Paragraph 6 – subparagraph 1 (new)

Motion for a resolution

Amendment

Calls on ERA to closely coordinate, support and streamline R&D of space and rail stakeholders in order to include GNSS train location in ERTMS as early as possible;

Or. en

Amendment 52
Roman Haider, Georg Mayer

Motion for a resolution
Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Calls for funding for the Agency to

be increased only if its work actually leads to the operational deployment of the ERTMS throughout the EU;

Or. de

Amendment 53

Julie Lechanteux, Philippe Olivier

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Highlights the role of the ERTMS Coordinator in defining the lines and corridors to be equipped with the ERTMS as a matter of priority, and in ensuring its deployment in the most cost-efficient way in close cooperation with stakeholders;

Amendment

7. Highlights the role of the ERTMS Coordinator in defining the lines and corridors to be equipped with the ERTMS as a matter of priority, and in ensuring its deployment in the most cost-efficient way in close cooperation with stakeholders; *stresses that, when setting its priorities, the ERTMS coordinator must also take into account gaps in certain lines and corridors affecting cross-border links, such as the gap between Perpignan and Montpellier on the France-Spain rail axis, for example;*

Or. fr

Amendment 54

Carlo Fidanza, Kosma Złotowski, Roberts Zile

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Highlights the role of the ERTMS Coordinator in defining the lines and corridors to be equipped with the ERTMS as a matter of priority, and in ensuring its deployment in the most cost-efficient way in close cooperation with stakeholders;

Amendment

7. Highlights the role of the ERTMS Coordinator in defining the lines and corridors to be equipped with the ERTMS as a matter of priority, and in ensuring its deployment in the most cost-efficient way in close cooperation with *the Member States and the* stakeholders;

Amendment 55

Barbara Thaler, Sven Schulze, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Massimiliano Salini, Henna Virkkunen

Motion for a resolution

Paragraph 7 a (new)

Motion for a resolution

Amendment

7 a. Believes, that the role of the ERTMS Coordinator needs to be significantly improved, both in resources and implementing powers, in order to reach the deployment targets;

Or. en

Amendment 56

Roman Haider, Georg Mayer

Motion for a resolution

Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Calls for the ERTMS Coordinator to keep the competent EU Committee on Transport informed about the state of play and planned measures;

Or. de

Amendment 57

Barbara Thaler, Sven Schulze, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Massimiliano Salini, Henna Virkkunen

Motion for a resolution

Paragraph 7 b (new)

Motion for a resolution

Amendment

7 b. Welcomes the opportunity which is provided by the upcoming revision of the

TEN-T Regulation to strengthen the role of the ERMTS coordinator by making his consent obligatory for grants related to the CEF;

Or. en

Amendment 58

Massimiliano Salini, Barbara Thaler, Marian-Jean Marinescu

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Underlines that an approach to ERTMS deployment coordinated between all Member States and led by the ERTMS Coordinator is the only way forward to overcome the current patchwork situation;

Amendment

8. Underlines that an approach to ERTMS deployment coordinated between all Member States and led by the ERTMS Coordinator is the only way forward to overcome the current patchwork situation. ***Therefore, invites the Commission to consider the opportunity to define a framework for discussion and coordination among Member States on ERTMS deployment led by the ERTMS Coordinator, with the aim to foster the exchange of best practices, to encourage joint actions for the ERTMS deployment on cross border corridors, to improve conformity authorization procedures, and to raise the overall commitment of the Member States;***

Or. en

Amendment 59

Cláudia Monteiro de Aguiar, Barbara Thaler

Motion for a resolution

Paragraph 8

Motion for a resolution

8. Underlines that an approach to ERTMS deployment coordinated between all Member States and led by the ERTMS

Amendment

8. Underlines that an approach to ERTMS deployment coordinated between all Member States, ***establishing an active***

Coordinator is the only way forward to overcome the current patchwork situation;

*dialogue, in particular to conclude agreements on the cross-border sections, and led by the ERTMS Coordinator is the only way forward to overcome the current patchwork situation; **More efforts need to be done by the railway infrastructure managers, acting in cooperation, to equip and put into operation ERTMS on cross-border sections simultaneously and in a technical consistent manner;***

Or. en

Amendment 60
Roman Haider, Georg Mayer

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Underlines that an approach to ERTMS deployment coordinated between all Member States and led by the ERTMS Coordinator is **the only** way forward to overcome the current patchwork situation;

Amendment

8. Underlines that an approach to ERTMS deployment coordinated between all Member States and led by the ERTMS Coordinator is **one** way forward to overcome the current patchwork situation; **calls, in that connection, for the deployment of ERTMS to take account of specific challenges and circumstances in individual Member States and for the latter to be given a real say in the deployment process;**

Or. de

Amendment 61
Andris Ameriks, Isabel García Muñoz

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Underlines that an approach to ERTMS deployment coordinated between all Member States and led by the ERTMS

Amendment

8. Underlines that an approach to ERTMS deployment coordinated between all Member States and led by the ERTMS

Coordinator is the only way forward to overcome the current patchwork situation;

Coordinator is the only way forward to overcome the current patchwork situation ***which is neither efficient nor facilitates seamless interoperability***;

Or. en

Amendment 62
Jakop G. Dalunde

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Underlines that an approach to ERTMS deployment coordinated between all Member States and led by the ERTMS Coordinator is the only way forward to overcome the current patchwork situation;

Amendment

8. Underlines that an approach to ERTMS deployment coordinated between all Member States and led by the ERTMS Coordinator is the only way forward to overcome the current patchwork situation, ***especially with regard to cross-border projects***;

Or. en

Amendment 63
Maria Grapini

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Underlines that an approach to ERTMS deployment coordinated between all Member States and led by the ERTMS Coordinator is the only way forward to overcome the current patchwork situation;

Amendment

8. Underlines that an approach to ERTMS deployment coordinated between all Member States and led by the ERTMS Coordinator is the only way forward to overcome the current patchwork situation, ***ensuring that no one is left behind***;

Or. ro

Amendment 64
Jakop G. Dalunde

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8 a. Calls on the Commission to review and list the cross-border rail connections on the core and comprehensive network where full trackside deployment of ERTMS has not been achieved on both sides of the border; calls on the Commission to publish its findings publicly, in order to draw attention to the European added value of fully deploying ERTMS on these rail connections;

Or. en

Amendment 65

Barbara Thaler, Sven Schulze, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Henna Virkkunen

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8 a. Believes, that an efficient and quick deployment of ERTMS can only be achieved by setting binding targets, accompanied by generous grants, reinforced by equally high penalties for infrastructure managers in case the deployment deadline is missed.

Or. en

Amendment 66
Jakop G. Dalunde

Motion for a resolution
Paragraph 8 b (new)

Motion for a resolution

Amendment

8 b. Calls, in this regard, for an expanded mandate of the ERTMS Coordinator in the upcoming revision of the TEN-T Regulation^{1a}, particularly for the purpose of aligning Member States' national deployment plans and giving the Coordinator a decisive role and increased leverage in the selection of projects; considers that the Coordinator should be empowered with expanded oversight responsibilities, particularly of the main cross-border links, in view of securing the timely deployment of ERTMS;

^{1a} OJ L 348/1, 20.12.2013, p. 1

Or. en

Amendment 67

Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Believes there is a need for a regulatory framework for the digitalisation of the rail system, and welcomes the contribution of Shift2Rail Joint Undertaking (S2R JU); strongly supports its new successor initiative, the system pillar, which coordinates the evolution of the system, new technology developments, migration plans, industrialisation and deployment, especially for the ERTMS, with a view to contributing to more efficient collaboration and better use of scarce resources;

Amendment

9. Believes there is a need for a regulatory framework for the digitalisation of the rail system, and welcomes the contribution of Shift2Rail Joint Undertaking (S2R JU) **for addressing the removal of remaining technical obstacles holding back the rail sector in terms of interoperability and through the transition to a more integrated, efficient and safe EU railway market, guaranteeing the proper interconnection of technical solutions**; strongly supports its new successor initiative, the system pillar, which coordinates the evolution of the system, new technology developments, migration plans, industrialisation and deployment, especially for the ERTMS, with a view to contributing to more efficient collaboration and better use of scarce resources;

Amendment 68**Isabel García Muñoz, Andris Ameriks****Motion for a resolution****Paragraph 9***Motion for a resolution*

9. Believes there is a need for a regulatory framework for the digitalisation of the rail system, and welcomes the contribution of Shift2Rail Joint Undertaking (S2R JU); strongly supports its new successor initiative, the system pillar, which coordinates the evolution of the system, new technology developments, migration plans, industrialisation and deployment, especially for the ERTMS, with a view to contributing to more efficient collaboration and better use of scarce resources;

Amendment

9. Believes there is a need for a regulatory framework for the digitalisation of the rail system, and welcomes the contribution ***and the efforts in research and innovation*** of Shift2Rail Joint Undertaking (S2R JU) ***towards achieving a more sustainable, digital, competitive, reliable and attractive railway system in Europe***; strongly supports its new successor initiative, the system pillar, which coordinates the evolution of the system, new technology developments, ***such as the European Control and Command System (CCS)***, migration plans, industrialisation and deployment, especially for the ERTMS, with a view to contributing to more efficient collaboration and better use of scarce resources;

Amendment 69**Roman Haider, Georg Mayer****Motion for a resolution****Paragraph 9***Motion for a resolution*

9. Believes there is a need for a regulatory framework for the digitalisation of the rail system, and welcomes the contribution of Shift2Rail Joint Undertaking (S2R JU); strongly supports its new successor initiative, the system pillar, which coordinates the evolution of

Amendment

9. Believes there is a need for a regulatory framework for the digitalisation of the rail system, and welcomes the contribution of Shift2Rail Joint Undertaking (S2R JU); strongly supports its new successor initiative, the system pillar, which coordinates the evolution of

the system, new technology developments, **migration plans**, industrialisation and deployment, especially for the ERTMS, with a view to contributing to more efficient collaboration and better use of scarce resources;

the system, new technology developments, industrialisation and deployment, especially for the ERTMS, with a view to contributing to more efficient collaboration and better use of scarce resources; ***calls for the Member States not to have deployment decisions imposed on them;***

Or. de

Amendment 70
Carlo Fidanza

Motion for a resolution
Paragraph 9

Motion for a resolution

9. Believes there is a need for a regulatory framework for the digitalisation of the rail system, and welcomes the contribution of ***Shift2Rail*** Joint Undertaking (***S2R JU***); strongly supports ***its new successor initiative***, the system pillar, which coordinates the evolution of the system, new technology developments, migration plans, industrialisation and deployment, especially for the ERTMS, with a view to contributing to more efficient collaboration and better use of scarce resources;

Amendment

9. Believes there is a need for a regulatory framework for the digitalisation of the rail system, and welcomes the contribution of ***Europe's Rail*** Joint Undertaking (***ERJU***); strongly supports the system pillar ***initiative***, which coordinates the evolution of the system, new technology developments, migration plans, industrialisation and deployment, especially for the ERTMS, with a view to contributing to more efficient collaboration and better use of scarce resources;

Or. en

Amendment 71
Jakop G. Dalunde

Motion for a resolution
Paragraph 9 a (new)

Motion for a resolution

Amendment

9 a. Calls for better coordination between the Agency and S2R JU in order to better prioritise investments in the digitalisation of European railways;

underlines in this regard that the Agency should have a more prominent role than observer in the S2R JU governing board;

Or. en

Amendment 72

Cláudia Monteiro de Aguiar, Barbara Thaler

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Regrets that compared with the targets set, at the end of 2020 only around 13 % of the core network corridors were operated with the ERTMS, and ERTMS deployment in most of the corridors ranged between 7 % and 28 %;

Amendment

10. Regrets that compared with the targets set, at the end of 2020 only around 13 % of the core network corridors were operated with the ERTMS, and ERTMS deployment in most of the corridors ranged between 7 % and 28 %; *believes that a corridor approach dialogue shall be strength to overcome the obstacles on the deployment of ERTMS, in particular among the corridors with the lowest rates of deployment such as the Atlantic corridor, in particular within the Iberian Peninsula;*

Or. en

Amendment 73

Carlo Fidanza, Roberts Zile

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Regrets that *compared with the targets set*, at the end of 2020 only around 13 % of the core network corridors were operated with the ERTMS, and ERTMS deployment in most of the corridors ranged between 7 % and 28 %;

Amendment

10. Regrets that at the end of 2020 only around 13 % of the core network corridors were operated with the ERTMS, and ERTMS deployment in most of the corridors ranged between 7 % and 28 %, *and reminds that the slow pace of the trackside installation represents also a major disincentive to a steady deployment*

of OBUs;

Or. en

Amendment 74

Isabel García Muñoz, Andris Ameriks

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Regrets that compared with the targets set, at the end of 2020 only around 13 % of the core network corridors were operated with the ERTMS, and ERTMS deployment in most of the corridors ranged between 7 % and 28 %;

Amendment

10. Regrets that compared with the targets set ***in the European Deployment Plan***, at the end of 2020 only around 13 % of the core network corridors were operated with the ERTMS, and ERTMS deployment in most of the corridors ranged between 7 % and 28 %;

Or. en

Amendment 75

Clare Daly

Motion for a resolution

Paragraph 10 a (new)

Motion for a resolution

Amendment

10 a. Calls on the Commission to take into consideration that the GSM-R technology, which was state-of-the-art at the beginning of ERTMS is becoming obsolete in the face of 4G and 5G;

Or. en

Amendment 76

Dominique Riquet

Motion for a resolution

Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. Stresses that the cost of upgrading trackside and on-board systems varies widely depending on the network;

Or. fr

Amendment 77
Dominique Riquet

Motion for a resolution
Paragraph 10 b (new)

Motion for a resolution

Amendment

10b. Welcomes the satisfactory results demonstrated by ERTMS in terms of speed, capacity and safety wherever it has been deployed; notes that ERTMS equipment is a factor affecting the profitability of rail transport in that it enables the operating density of a line to be increased;

Or. fr

Amendment 78
Julie Lechanteux, Philippe Olivier

Motion for a resolution
Paragraph 11

Motion for a resolution

Amendment

11. Believes that a ten-fold increase in the deployment pace of ERTMS is urgently needed to achieve the digital transition of the European railway system, and for the ERTMS to be rolled out on the core network by 2030 and on the comprehensive network by 2040; ***calls on the Commission, in this regard, to maintain and reinforce the binding nature of the targets in its revisions of the Trans-European Network Transport Programme***

11. Believes that a ten-fold increase in the deployment pace of ERTMS is urgently needed to achieve the digital transition of the European railway system, and for the ERTMS to be rolled out on the core network by 2030 and on the comprehensive network by 2040;

***(TEN-T) guidelines, the ERTMS
European Deployment Plans (EDPs) and
the CCS Technical Specifications for
Interoperability (TSIs);***

Or. fr

**Amendment 79
Roman Haider, Georg Mayer**

**Motion for a resolution
Paragraph 11**

Motion for a resolution

11. Believes that a ten-fold increase in the deployment pace of ERTMS is urgently needed to achieve the digital transition of the European railway system, and for the ERTMS to be rolled out on the core network by 2030 and on the comprehensive network by 2040; calls on the Commission, in this regard, to maintain and reinforce the binding nature of the targets in its revisions of the Trans-European Network Transport Programme (TEN-T) guidelines, the ERTMS European Deployment Plans (EDPs) and the CCS Technical Specifications for Interoperability (TSIs);

Amendment

11. Believes that a ten-fold increase in the deployment pace of ERTMS is urgently needed to achieve the digital transition of the European railway system, and for the ERTMS to be rolled out on the core network by 2030 and on the comprehensive network by 2040; calls on the Commission, in this regard, to maintain and reinforce the binding nature of the targets in its revisions of the Trans-European Network Transport Programme (TEN-T) guidelines, the ERTMS European Deployment Plans (EDPs) and the CCS Technical Specifications for Interoperability (TSIs) ***and to make sufficient funding available for deployment;***

Or. de

**Amendment 80
Jakop G. Dalunde**

**Motion for a resolution
Paragraph 11**

Motion for a resolution

11. Believes that a ten-fold increase in the deployment pace of ERTMS is urgently needed to achieve the digital transition of

Amendment

11. Believes that a ten-fold increase in the deployment pace of ERTMS is urgently needed to achieve the digital transition ***and***

the European railway system, and for the ERTMS to be rolled out on the core network by 2030 and on the comprehensive network by 2040; calls on the Commission, in this regard, to maintain and reinforce the binding nature of the targets in its revisions of the Trans-European Network Transport Programme (TEN-T) guidelines, the ERTMS European Deployment Plans (EDPs) and the CCS Technical Specifications for Interoperability (TSIs);

improve the security of the European railway system, and for the ERTMS to be rolled out on the core network by 2030 and on the comprehensive network by 2040; calls on the Commission, in this regard, to maintain and reinforce the binding nature of the targets in its revisions of the Trans-European Network Transport Programme (TEN-T) guidelines, the ERTMS European Deployment Plans (EDPs) and the CCS Technical Specifications for Interoperability (TSIs);

Or. en

Amendment 81
Dominique Riquet

Motion for a resolution
Paragraph 11 a (new)

Motion for a resolution

Amendment

11a. Draws attention to the difficulties associated with frequent changes in standards, which limit the lifespan of equipment in an unpredictable way for those involved in the rail sector and can, therefore, act as a disincentive to investment; stresses, therefore, the importance of moving towards a situation of regulatory stability in order to allow for a return on the investment made;

Or. fr

Amendment 82
Dominique Riquet

Motion for a resolution
Paragraph 11 b (new)

Motion for a resolution

Amendment

11b. Notes that investment in ERTMS is not systematically targeted on the core

network, as the TEN-T deployment plans and guidelines recommended, or even on isolated sections unconnected to the core network; stresses on the need to correlate investment in trackside and on-board systems;

Or. fr

Amendment 83
Dominique Riquet

Motion for a resolution
Paragraph 11 c (new)

Motion for a resolution

Amendment

11c. Notes that GNSS can help streamline the costs of ERTMS and speed up its roll-out; deplores the delay in the use of this technology, partly due to the exclusive focus on the deployment of the beacon-based system;

Or. fr

Amendment 84
Dominique Riquet

Motion for a resolution
Paragraph 11 d (new)

Motion for a resolution

Amendment

11d. Calls for cooperation between the European Union Agency for Railways and the European GNSS Agency to be stepped up in order to phase GNSS into ERTMS standards;

Or. fr

Amendment 85
Dominique Riquet

Motion for a resolution
Paragraph 11 e (new)

Motion for a resolution

Amendment

11e. Notes that the equipment's useful lifespan, at an average of around 30 years, makes for a long investment depreciation period, something that, while hindering renewal of the equipment, acts as a major economic criterion in the balance of decision-making on operations carried out;

Or. fr

Amendment 86
Andris Ameriks, Isabel García Muñoz

Motion for a resolution
Paragraph 12

Motion for a resolution

Amendment

12. Points out that there are still currently roughly 30 different national signalling systems; highlights that the Class B systems are a bottleneck for ERTMS rollout and for cross-border operations of rail traffic in European network, require a more expensive and difficult safety authorisation for operators, and are a barrier to the competitiveness of the rail transport;

12. Points out that there are still currently roughly 30 different national signalling systems; highlights that the Class B systems are a bottleneck for ERTMS rollout and for cross-border operations of rail traffic in European network, require a more expensive and difficult safety authorisation for operators, and are a barrier to the competitiveness of the rail transport; ***Recognises that especially in areas with predominantly local, domestic traffic (e.g. PSO contracts), existing class-B systems have a remaining economic life time.***

Or. en

Amendment 87
Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Points out that there are still currently roughly 30 different national signalling systems; highlights that the Class B systems are a bottleneck for ERTMS rollout and for cross-border operations of rail traffic in European network, require a more expensive and difficult safety authorisation for operators, and are a barrier to the competitiveness of the rail transport;

Amendment

12. Points out that there are still currently roughly 30 different national signalling systems; highlights that the Class B systems are a bottleneck for ERTMS rollout and for cross-border operations of rail traffic in European network, require a more expensive and difficult safety authorisation for operators, and are a barrier to the competitiveness of the rail transport ***hampering the technical and operational compatibility of railways across the EU, and resulting in additional costs for the sector, including for maintenance***;

Or. en

Amendment 88

Dominique Riquet

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Points out that there are still currently roughly 30 different national signalling systems; highlights that the Class B systems are a bottleneck for ERTMS ***rollout*** and for cross-border operations of rail traffic in European network, require a more expensive and difficult safety authorisation for operators, and are a barrier to the competitiveness of the rail transport;

Amendment

12. Points out that there are still currently roughly 30 different national signalling systems ***and that this plurality of systems partly explains the variability of ERTMS deployment costs***; highlights that the Class B systems are a bottleneck for ERTMS ***roll-out*** and for cross-border operations of rail traffic in European network, require a more expensive and difficult safety authorisation for operators, and are a barrier to the competitiveness of the rail transport;

Or. fr

Amendment 89

Maria Grapini

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Points out that there are still currently roughly 30 different national signalling systems; highlights that the Class B systems are a bottleneck for ERTMS rollout and for cross-border operations of rail traffic in European network, require a more expensive and difficult safety authorisation for operators, and are a barrier to the competitiveness of the rail transport;

Amendment

12. Points out that there are still currently roughly 30 different national signalling systems, ***causing fragmentation and detracting from rail interoperability***; highlights that the Class B systems are a bottleneck for ERTMS rollout and for cross-border operations of rail traffic in European network, require a more expensive and difficult safety authorisation for operators, and are a barrier to the competitiveness of the rail transport;

Or. ro

Amendment 90

Carlo Fidanza, Roberts Zile

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Points out that there are still currently roughly 30 different national signalling systems; highlights that the Class B systems are a bottleneck for ERTMS rollout and for cross-border operations ***of rail traffic*** in European network, ***require*** a more expensive and difficult safety authorisation for operators, and ***are a*** barrier to the competitiveness of the rail transport;

Amendment

12. Points out that there are still currently roughly 30 different national signalling systems; highlights that the Class B systems are a bottleneck for ***the*** ERTMS rollout and for ***rail traffic*** cross-border operations in ***the*** European network ***as they cause*** a more expensive and difficult safety authorisation for ***rail transport*** operators, and ***constitute a major*** barrier to the competitiveness of the rail transport;

Or. en

Amendment 91

Carlo Fidanza, Roberts Zile

Motion for a resolution
Paragraph 12 a (new)

Motion for a resolution

Amendment

12 a. Calls on the European Commission, the European Union Agency for Railways (ERA) and the Europe's Rail Joint Undertaking to put ERTMS at the heart of a digital rail system evolution and create a truly smart transport system;

Or. en

Amendment 92
Jakop G. Dalunde

Motion for a resolution
Paragraph 13

Motion for a resolution

Amendment

13. Stresses that the Class B decommissioning process is moving at a slow pace, that only a few Member States **mentioned a** decommissioning **date** in their ERTMS National implementation **plan** (NIPs), and that there is at present no legal obligation at EU level to decommission Class B systems **nor a timetable**;

13. Stresses that the Class B decommissioning process is moving at a slow pace, **and deplores the fact** that only a few Member States **have adopted plans for** decommissioning **Class B signalling systems** in their ERTMS National implementation **plans** (NIPs), and that there is at present no legal obligation **nor timetable** at EU level to decommission Class B systems;

Or. en

Amendment 93
Massimiliano Salini, Barbara Thaler, Marian-Jean Marinescu

Motion for a resolution
Paragraph 14

Motion for a resolution

Amendment

14. **Calls on** the Commission to come up with **a** decommissioning strategy for Class B systems with regulatory deadlines

14. **Urges** the Commission to come up with **an overarching** decommissioning strategy for Class B systems with

to be set at EU level; believes that the effectiveness of this strategy depends on the involvement of the actors concerned;

regulatory deadlines to be set at EU level; believes that the effectiveness of this strategy depends on the involvement of *all* the actors concerned, *including the railway undertakings and the suppliers, in order to give steady signals to the investments in the retrofit of the rolling stocks*;

Or. en

Amendment 94

Andris Ameriks, Isabel García Muñoz

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Calls on the Commission to come up with a decommissioning strategy for Class B systems with regulatory deadlines to be set at EU level; believes that the effectiveness of this strategy depends on the involvement of the actors concerned;

Amendment

14. Calls on the Commission to come up with a decommissioning strategy for Class B systems with regulatory deadlines to be set at EU level; believes that the effectiveness of this strategy depends on the involvement of the actors concerned *and is based on the understanding of the need to compensate the compelled reduction of the current system's lifespan by means of ERTMS funding*;

Or. en

Amendment 95

Jakop G. Dalunde

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Calls on the Commission to come up with a decommissioning strategy for Class B systems with *regulatory* deadlines to be set at EU level; believes that the effectiveness of this strategy depends on the involvement of the actors concerned;

Amendment

14. Calls on the Commission to come up with a decommissioning strategy for Class B systems with *legally binding* deadlines to be set at EU level; believes that the effectiveness of this strategy depends on the involvement of the actors

concerned *and the willingness of Member States to fulfil their obligations under the TEN-T Regulation*;

Or. en

Amendment 96

Julie Lechanteux, Philippe Olivier

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Calls on the Commission to come up with a decommissioning strategy for Class B systems with **regulatory** deadlines to be set **at EU level**; believes that the effectiveness of this strategy depends on the involvement of the actors concerned;

Amendment

14. Calls on the Commission to come up with a **gradual** decommissioning strategy for Class B systems with **flexible** deadlines to be set **in consultation with all stakeholders in the Member States**; believes that the effectiveness of this strategy depends on **the consent and** the involvement of the actors concerned;

Or. fr

Amendment 97

Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Calls on the Commission to come up with a decommissioning strategy for Class B systems with regulatory deadlines to be set at EU level; believes that the effectiveness of this strategy depends on the involvement of the actors concerned;

Amendment

14. Calls on the Commission to come up with a decommissioning strategy for Class B systems **used on interoperable lines** with regulatory deadlines to be set at EU level; believes that the effectiveness of this strategy depends on the involvement of the actors concerned;

Or. pl

Amendment 98

Carlo Fidanza

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Calls on the Commission to come up with a decommissioning strategy for Class B systems with regulatory deadlines to be set at EU level; believes that the effectiveness of this strategy depends on the involvement of the actors concerned;

Amendment

14. Calls on the Commission to come up with a decommissioning strategy for Class B systems with regulatory ***binding*** deadlines to be set at EU level; believes that the effectiveness of this strategy depends on the involvement of the actors concerned;

Or. en

Amendment 99

Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14 a. Reminds that the incompatibilities between the different ERTMS trackside versions already deployed shall be eliminated and future compatibility for all ERTMS lines shall be ensured and in this sense calls for further cooperation between ERA and the infrastructure managers and national safety authorities;

Or. en

Amendment 100

Roman Haider, Georg Mayer

Motion for a resolution
Paragraph 15

Motion for a resolution

Amendment

15. Calls on the Commission,

deleted

moreover, to introduce a regulatory provision to ensure that the ERTMS NIPs are legally aligned with the binding ERTMS deployment targets set in EU legislation;

Or. de

Amendment 101
Julie Lechanteux, Philippe Olivier

Motion for a resolution
Paragraph 15

Motion for a resolution

Amendment

15. ***Calls on the Commission, moreover, to introduce a regulatory provision to ensure that the ERTMS NIPs are legally aligned with the binding ERTMS deployment targets set in EU legislation;***

15. ***deleted***

Or. fr

Amendment 102
Isabel García Muñoz, Andris Ameriks

Motion for a resolution
Paragraph 15

Motion for a resolution

Amendment

15. Calls on the Commission, moreover, to introduce a regulatory provision to ensure that the ERTMS NIPs are legally aligned with the binding ERTMS deployment targets set in EU legislation;

15. Calls on the Commission, moreover, to introduce a regulatory provision to ensure that the ERTMS NIPs are legally aligned with the binding ERTMS deployment targets set in EU legislation ***in order to complete its introduction within the core network, due by 2030;***

Or. en

Amendment 103
Dominique Riquet

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Calls on the Commission, moreover, to introduce a regulatory provision to ensure that the ERTMS NIPs are legally aligned with the binding ERTMS deployment targets set in EU legislation;

Amendment

15. Calls on the Commission, moreover, to introduce a regulatory provision to ensure that the ERTMS NIPs are legally aligned – ***in both regulatory and geographic terms*** – with the binding ERTMS deployment targets set in EU legislation;

Or. fr

Amendment 104
Carlo Fidanza, Roberts Zile

Motion for a resolution
Paragraph 15 a (new)

Motion for a resolution

Amendment

15 a. Reiterates that the European Commission should take action to ensure that a large-scale deployment plan for ERTMS, both at the national and at the European level, foresees as fundamental requirements the twofold objective of the trackside installation with ETCS systems, involving the balises, the interlockings, the digitalization of the stations and the decommissioning of class-B systems at a foreseeable date, along with an ambitious plan for the retrofitting of the rolling stock with ERTMS on board units, ensuring that a so-called dual-on-board strategy is incorporated, at least during a transitional stage;

Or. en

Amendment 105

Isabel García Muñoz, Andris Ameriks

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Points out that current national rules and ***the lack of harmonisation*** of operational requirements (such as engineering rules), which may differ along the network, ***affects*** interoperability, ***impeding seamless operation*** of the ***European rail network***;

Amendment

16. ***Considers that promoting modal shifts and efficient rail and combined transport, in particular in cross-border situations and in missing links, must be a priority for the TEN-T policy and ought to be carried out by fully deploying ERTMS;*** points out that ***in order to achieve a seamless operation of the European rail network, there is a need to harmonise*** current national rules and of operational requirements (such as engineering rules) ***and of regulatory and technical barriers,*** which may differ along the network; ***stresses the importance to ensure equal access for rail operators, accelerating electrification, ensuring interconnection and interoperability, supporting research and innovation including the Shift2Rail joint undertaking, and optimising rail freight corridors in line with demand, particularly in logistics hubs such as ports and airports; calls the Commission to take this into consideration for its upcoming proposal of the revision of the TEN-T guidelines;***

Or. en

Amendment 106

Cláudia Monteiro de Aguiar, Barbara Thaler

Motion for a resolution

Paragraph 16

Motion for a resolution

16. Points out that current national rules and the lack of harmonisation of operational requirements (such as engineering rules), which may differ along the network, affects interoperability,

Amendment

16. Points out that current national rules and the lack of harmonisation of operational requirements ***in ERTMS*** (such as engineering rules) ***and on the entire railway network (such as variable axle***

impeding seamless operation of the European rail network;

gauges, voltage, dimension of the wagons), which may differ along the network, affects interoperability, impeding seamless operation of the European rail network;

Or. en

Amendment 107
Andris Ameriks

Motion for a resolution
Paragraph 16

Motion for a resolution

16. Points out that current national rules and the lack of harmonisation of operational requirements *(such as engineering rules), which may differ along the network, affects* interoperability, *impeding seamless operation of the European rail network*;

Amendment

16. Points out that current national rules and the lack of harmonisation of operational requirements *and* engineering rules *hampers* interoperability *and international operators' business cases*;

Or. en

Amendment 108
Clare Daly

Motion for a resolution
Paragraph 16 a (new)

Motion for a resolution

16 a. Recalls that ERTMS could not remove all the technical barriers between networks; apart from signalling, there were still differences in supply voltage, track gauge and the various criteria for admission to national networks.

Or. en

Amendment 109

Clare Daly

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

Motion for a resolution

Amendment

16 b. Recalls well functioning Railways rely on good maintenance and proper investments in the network and rollingstocks, as well as in the quality and reliability of the service;

Or. en

**Amendment 110
Carlo Fidanza, Kosma Złotowski**

**Motion for a resolution
Paragraph 17**

Motion for a resolution

Amendment

17. Deplores the fact that in the five years till mid-2019 almost 80 % of new vehicles introduced in Europe were either subject to a derogation or were exempted from the requirement to fit the ERTMS;

17. Deplores the fact that in the five years till mid-2019 almost 80 % of new vehicles introduced in Europe were either subject to a derogation or were exempted from the requirement to fit the ERTMS, **and urges the Commission to take concrete initiatives to reverse this trend by enacting an appropriate regulatory framework and ensuring that a set of economic incentives are in place to foster the investments of the RUs on ERTMS on Board Units;**

Or. en

**Amendment 111
Izaskun Bilbao Barandica, Caroline Nagtegaal, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe**

**Motion for a resolution
Paragraph 17**

Motion for a resolution

17. Deplores the fact that in the five years till mid-2019 almost 80 % of new vehicles introduced in Europe were either subject to a derogation or were exempted from the requirement to fit the ERTMS;

Amendment

17. Deplores the fact that in the five years till mid-2019 almost 80 % of new vehicles introduced in Europe were either subject to a derogation or were exempted from the requirement to fit the ERTMS ***believes that in view of the ERTMS deployment in the comprehensive network no derogations or exemptions from the requirement to fit ERTMS should be granted to new rolling stock introduced;***

Or. en

Amendment 112

Tomasz Piotr Poręba, Kosma Złotowski

Motion for a resolution

Paragraph 17

Motion for a resolution

17. ***Deplores the fact*** that in the five years till mid-2019 almost 80 % of new vehicles introduced in Europe were either subject to a derogation or were exempted from the requirement to fit the ERTMS;

Amendment

17. ***Points out*** that in the five years till mid-2019 almost 80 % of new vehicles introduced in Europe were either subject to a derogation or were exempted from the requirement to fit the ERTMS; ***stresses that such derogations should be maintained for vehicles which are unable to use such a system on the route;***

Or. pl

Amendment 113

Carlo Fidanza, Roberts Zile

Motion for a resolution

Paragraph 18

Motion for a resolution

18. Stresses that the timeframe of authorisation processes for retrofit projects ***still differ*** because of ***diverging assessments*** by the National Security

Amendment

18. Stresses that the timeframe of ***conformity-to-type*** authorisation processes for retrofit projects ***at the national level may represent a burden*** because of ***the***

Agencies (NSAs) on the *need to re-authorise certain modifications; calls on* the Commission to ensure that *the authorisation procedures following type authorisation processes* are streamlined by means of fast-tracked control operations;

lengthy time requirements applied by the National Security Agencies (NSAs) on the *rolling stock for the sole national area of use, which may run up until one month to re-authorise on each rolling stock*^{1a}. *Therefore, urges* the Commission to *take legislative action to* ensure that *conformity-to-type checks at the national level* are streamlined by means of fast-tracked control operations - *in line with the performance indicators adopted by ERA on the conformity-to-type operations for the extended area of use of the rolling stock - and that the time to grant conformity-to-type certificates is reduced.*

^{1a} *The Implementing Regulation 545/2018 on Vehicle authorization at the article 34.1 and 34.2 states that on conformity to type procedures the authorising entity and the concerned NSAs for the relevant area of use shall verify the completeness of the information and documentation provided by the applicant within one month following the date of the receipt of the application. Consequently, the time span of one month is entirely used by the NSAs to carry out the on-board controls on vehicles for the national area of use, while causing the need to keep every vehicle completely stationary for one month while the conformity-to-type controls on board are carried-out. This represent an evident major hurdle to a large-scale deployment plan on a rolling-stock fleet for the railway undertakings and the legislative action would be urgently required to cut the time frame allowed for the procedure to a maximum of two weeks.*

Or. en

Amendment 114

Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Stresses that the timeframe of authorisation processes for retrofit projects still differ because of diverging assessments by the National Security Agencies (NSAs) on the need to re-authorise certain modifications; calls on the Commission to ensure that the authorisation procedures following type authorisation processes are streamlined by means of fast-tracked control operations;

Amendment

18. Stresses that the timeframe of authorisation processes for retrofit projects still differ because of diverging assessments by the National Security Agencies (NSAs) on the need to re-authorise certain modifications; calls on the Commission to ensure that the authorisation procedures following type authorisation processes are streamlined by means of fast-tracked control operations ***believes, moreover, that conformity processes should further strengthen the involvement at an early stage of the industrial suppliers and the NSAs concerned in order to promote the large-scale and ambitious deployment initiatives from the railway undertakings;***

Or. en

Amendment 115
Dominique Riquet

Motion for a resolution
Paragraph 18

Motion for a resolution

18. Stresses that the timeframe of authorisation processes for retrofit projects still differ because of diverging assessments by the National Security Agencies (NSAs) on the need to re-authorise certain modifications; calls on the Commission to ensure that the authorisation procedures following type authorisation processes are streamlined by means of fast-tracked control operations;

Amendment

18. Stresses that the timeframe of authorisation processes for retrofit projects still differ because of diverging assessments by the National Security Agencies (NSAs) on the need to re-authorise certain modifications; calls on the Commission to ensure that the authorisation procedures following type authorisation processes are streamlined ***and harmonised*** by means of fast-tracked control operations;

Or. fr

Amendment 116

Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution

Paragraph 18 a (new)

Motion for a resolution

Amendment

18 a. Recalls that in accordance with the recent business case study on the nine core network corridors, the dual on-board migration strategy for ERTMS deployment, which focuses on equipping the fleet with ERTMS at first, has a better economic outcome, compared to the dual track-side migration strategy; believes that the track-side migration strategy, which focuses on installing ERTMS on installed on top of legacy systems which are kept operational until the whole fleet is equipped, should also be accelerated, especially in light of the upcoming alignment of the Rail Freight Corridor Regulation with the revision of the TEN-T guidelines and, in this respect calls for further cooperation between ERA, the infrastructure managers and national safety authorities to achieve full compatibility of ERTMS trackside versions;

Or. en

Amendment 117

Massimiliano Salini, Barbara Thaler, Marian-Jean Marinescu

Motion for a resolution

Paragraph 18 a (new)

Motion for a resolution

Amendment

18 a. Invites the Commission to take initiative to ensure that the conformity-to-type authorising procedures related to the retrofit of ERTMS sub-systems on board fleet for the national area of use are streamlined through swift control

operations, and that the conformity processes involving the industrial suppliers and the conformity controls operated by the NSAs on the retrofitted rolling-stock for the sole national area of use do not discourage large-scale and ambitious deployment initiatives from the railway undertakings.

Or. en

Amendment 118
Carlo Fidanza, Roberts Zile

Motion for a resolution
Paragraph 18 a (new)

Motion for a resolution

Amendment

18 a. Reminds the Commission the importance to defining an encompassing strategy that includes the objective to achieve a simplified and time-efficient authorizing process involving also the conformity-to type controls operated on rolling stocks for the national area of use;

Or. en

Amendment 119
Jakop G. Dalunde

Motion for a resolution
Paragraph 19 a (new)

Motion for a resolution

Amendment

19 a. Calls for a systemic approach to the rollout of ERTMS, both from an onboard and a trackside perspective; calls on the Commission and Member States to provide incentives and produce strategies for accelerating this concerted approach; calls particularly for the accelerated deployment of onboard ERTMS equipment for rolling stock used in

international freight services;

Or. en

Amendment 120

Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution

Paragraph 19 a (new)

Motion for a resolution

Amendment

19 a. Underlines that without standardised interfaces with a “plug-and-play” approach – both trackside and on-board –, the rail system will not be able to introduce and grasp the benefits of the ERTMS game changers like automatic train operation (ATO), future radio mobile communication system (FRMCS), satellite positioning or Level 3;

Or. en

Amendment 121

Izaskun Bilbao Barandica, Caroline Nagtegaal, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

Motion for a resolution

Paragraph 19 b (new)

Motion for a resolution

Amendment

19 b. Points out that GNSS signal availability relies on virtual balises, which would be less costly to deploy and to maintain; calls on the EU rail industry to develop technical solutions in order for GNSS to enable ERTMS on a large scale; calls moreover on the Commission to consider the introduction of EGNSS in the upcoming ERTMS TSI CCS revision in order to close the residual technological gaps and to embrace the innovation;

Amendment 122

Carlo Fidanza

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Underlines the current inefficiencies in public procurement for ERTMS deployment; calls on the Commission to work with the Agency to establish a common EU tender format for procurements, based on the idea agreed by the sector in 2018, and to address in a legislative proposal all the technical aspects for ensuring successful procurement (e.g. maintenance clauses);

Amendment

20. Underlines the current inefficiencies in public procurement for ERTMS deployment; calls on the Commission to work with the Agency to establish a common EU tender format for procurements, based on the idea agreed by the sector in 2018, and to address in a legislative proposal all the technical aspects for ensuring successful procurement (e.g. maintenance clauses, ***compliance with the latest ERTMS baseline available***);

Or. en

Amendment 123

Jakop G. Dalunde

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Underlines the current inefficiencies in public procurement for ERTMS deployment; calls on the Commission to work with the Agency to establish a common EU tender format for procurements, based on the idea agreed by the sector in 2018, and to address in a legislative proposal all the technical aspects for ensuring successful procurement (e.g. maintenance clauses);

Amendment

20. Underlines the current inefficiencies in public procurement for ERTMS deployment; calls on the Commission to work with the Agency to establish a common EU tender format for procurements, based on the idea agreed by the sector in 2018, and to address in a legislative proposal all the technical aspects for ensuring successful procurement (e.g. maintenance clauses ***and compliance with the latest ERTMS baseline***);

Amendment 124

Maria Grapini

Motion for a resolution

Paragraph 20

Motion for a resolution

20. Underlines the current inefficiencies in public procurement for ERTMS deployment; calls on the Commission to work with the Agency to establish a common EU tender format for procurements, based on the idea agreed by the sector in 2018, and to address in a legislative proposal all the technical aspects for ensuring successful procurement (e.g. maintenance clauses);

Amendment

20. Underlines the current inefficiencies ***and difficulties*** in public procurement for ERTMS deployment; calls on the Commission to work with the Agency to establish a common EU tender format for procurements, based on the idea agreed by the sector in 2018, and to address in a legislative proposal all the technical aspects for ensuring successful procurement (e.g. maintenance clauses);

Or. ro

Amendment 125

Clare Daly

Motion for a resolution

Paragraph 21

Motion for a resolution

21. ***Calls on the Commission to present a legislative proposal for an ERTMS industrial strategy in the framework of the New Industrial Strategy for Europe, addressing insufficient industrial capacity, the lack of sufficient workshops for retrofitting and of a stable and predictable budget, and the shortage of qualified staff;***

Amendment

21. ***Points to the fact that the deployment of ERTMS has an impact on quantitative employment, working conditions and job profiles in several railway professions, infrastructure maintenance, rolling stock maintenance, signalling and traffic management as well as for locomotive drivers. Calls for social dialogue at sector and company level as well as the introduction and proper financing of just transition mechanism for signalling and traffic managements staff as well as for the infrastructure and rolling stock maintenance staff. Calls for a human factor approach in the design***

*and operation of ERTMS at all levels
including trade union representatives.*

Or. en

Amendment 126
Roman Haider, Georg Mayer

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Calls on the Commission to **present a legislative proposal for** an ERTMS industrial strategy **in the framework of the New Industrial Strategy for Europe**, addressing insufficient industrial capacity, the lack of sufficient workshops for retrofitting and of a stable and predictable budget, and the shortage of qualified staff;

Amendment

21. Calls on the Commission to **put forward** an ERTMS industrial strategy addressing insufficient industrial capacity, the lack of sufficient workshops for retrofitting and of a stable and predictable budget and the shortage of qualified staff;

Or. de

Amendment 127
Maria Grapini

Motion for a resolution
Paragraph 21

Motion for a resolution

21. Calls on the Commission to present a legislative proposal for an ERTMS industrial strategy in the framework of the New Industrial Strategy for Europe, addressing insufficient industrial capacity, the lack of sufficient workshops for retrofitting and of **a** stable and predictable budget, and the shortage of qualified staff;

Amendment

21. Calls on the Commission to present a legislative proposal for an ERTMS industrial strategy in the framework of the New Industrial Strategy for Europe, addressing insufficient industrial capacity, the lack of sufficient workshops for retrofitting and of **an adequate**, stable and predictable budget, and the shortage of qualified staff;

Or. ro

Amendment 128

Clare Daly

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Calls on the Commission and Member States to boost, in the framework of the Green Deal, dual vocational training for new jobs created by digitalisation and innovation in the field of the new challenges generated by ERTMS deployment;

Amendment

22. Calls on the Commission and Member States to boost, in the framework of the Green Deal, dual vocational training for new jobs created by digitalisation and innovation in the field of the new challenges generated by ERTMS deployment *as well as re-and upskilling of railway workers whose jobs are challenged due to the deployment of ERTMS.*

Or. en

Amendment 129

Roman Haider, Georg Mayer

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Calls on the Commission and Member States to boost, *in the framework of the Green Deal, dual vocational* training for new jobs created by digitalisation and innovation in the field of the new challenges generated by ERTMS deployment;

Amendment

22. Calls on the Commission and Member States to boost *dual vocational training and further* training for new jobs created by digitalisation and innovation in the field of the new challenges generated by ERTMS deployment *and to give all generations the chance to enter the labour market;*

Or. de

Amendment 130

Roman Haider, Georg Mayer

Motion for a resolution

Paragraph 22

Motion for a resolution

22. Calls on the Commission and Member States to boost, ***in the framework of the Green Deal***, dual vocational training for new jobs created by digitalisation and innovation in the field of the new challenges generated by ERTMS deployment;

Amendment

22. Calls on the Commission and Member States to boost dual vocational training for new jobs created by digitalisation and innovation in the field of the new challenges generated by ERTMS deployment;

Or. de

Amendment 131

Andris Ameriks, Isabel García Muñoz

**Motion for a resolution
Paragraph 22 a (new)**

Motion for a resolution

Amendment

22 a. Emphasises that the next iteration of ERTMS (standards) must bring improvements to interoperability, operational performance and lifecycle cost, through:

- the industrialisation of ERTMS rollout instead of the current project-approach***
- maintainability- and upgradeability by design supported by an open plug-and-play architecture***
- having fully harmonised operational rules***

Or. en

Amendment 132

Izaskun Bilbao Barandica, Dominique Riquet, Nicola Danti, Jan-Christoph Oetjen, Elsi Katainen, Vlad Gheorghe

**Motion for a resolution
Paragraph 22 a (new)**

Motion for a resolution

Amendment

22 a. Notes that during the period 2014-

2020, the EU budget supported ERTMS deployment with an estimated total budget of EUR 2.7 billion, out of which EUR 850 million from CEF and EUR 1.9 billion from European Structural and Investments Funds (ERDF and Cohesion Fund) in the eligible regions;

Or. en

Amendment 133
Carlo Fidanza

Motion for a resolution
Paragraph 22 a (new)

Motion for a resolution

Amendment

22 a. Calls on the European Commission to use EU's bilateral cooperations to promote the deployment of ERTMS within third countries;

Or. en

Amendment 134
Isabel García Muñoz, Andris Ameriks

Motion for a resolution
Paragraph 22 a (new)

Motion for a resolution

Amendment

22 a. Calls on the European Commission to use EU's bilateral cooperations to promote the deployment of ERTMS within third countries;

Or. en

Amendment 135
Andris Ameriks

Motion for a resolution

Paragraph 22 b (new)

Motion for a resolution

Amendment

22 b. *Calls to create a European Standardised Traffic Management System before a global standard becomes imposed on the EU*

Or. en

Amendment 136

Isabel García Muñoz, Andris Ameriks

Motion for a resolution

Paragraph 23

Motion for a resolution

Amendment

23. Recalls that EU financial support is available for ERTMS investments both trackside and on board, but it can only cover a limited amount of the overall cost of deployment, leaving most of the investment to individual infrastructure managers and railway undertakings;

23. *Points out that the completion of the ERTMS both trackside and on-board trains is a fundamental prerequisite to the creation of a Single European Railway Area and for allowing the proper functioning of the rail market in the TEN-T corridors*; recalls that EU financial support is available for ERTMS investments both trackside and on board, but it can only cover a limited amount of the overall cost of deployment, leaving most of the investment to individual infrastructure managers and railway undertakings;

Or. en

Amendment 137

Massimiliano Salini, Barbara Thaler, Marian-Jean Marinescu

Motion for a resolution

Paragraph 23

Motion for a resolution

Amendment

23. Recalls that EU financial support is available for ERTMS investments both

23. Recalls that EU financial support is available for ERTMS investments both

trackside and on board, but it can only cover a limited amount of the overall cost of deployment, leaving most of the investment to individual infrastructure managers and railway undertakings;

trackside and on board, but it can only cover a limited amount of the overall cost of deployment, leaving most of the investment to individual infrastructure managers and railway undertakings;
nevertheless, underlines that it is necessary to improve the financial instruments in place to incentivise large scale investments of the Railway Undertakings on ERTMS on board units ;

Or. en

Amendment 138
Andris Ameriks

Motion for a resolution
Paragraph 23

Motion for a resolution

23. Recalls that EU financial support is available for ERTMS investments both trackside and on board, but ***it*** can only cover a limited amount of the overall cost of deployment, ***leaving*** most of the investment ***to*** individual infrastructure managers and railway undertakings;

Amendment

23. Recalls that EU financial support is available for ERTMS investments both trackside and on board, but ***this*** can only cover a limited amount of the overall cost of deployment, ***putting*** most of the investment ***on the shoulders of*** individual infrastructure managers and railway undertakings;

Or. en

Amendment 139
Massimiliano Salini, Barbara Thaler, Marian-Jean Marinescu

Motion for a resolution
Paragraph 23 a (new)

Motion for a resolution

Amendment

23 a. Invites the Commission to consider the opportunity to carry out encompassing guidelines in support of a large-scale strategy for the funding of ERTMS on board units, defining a basket of possible measures that Member States and the

European Union may undertake to scale-up the deployment of ERTMS on-board, while ensuring that adequate business case is provided to the undertakings, and taking in due consideration the role of the Network managers as a potential provider. The guidelines should include measures such as discount rates on the investment provided to the Undertakings, toll exemptions on fully ERTMS-used parts of the networks, public funding for the partial or total restoration of investments in line with an ad-hoc strategy for ERTMS in compliance with the State Aid framework;

Or. en

Amendment 140
Carlo Fidanza, Roberts Zile

Motion for a resolution
Paragraph 23 a (new)

Motion for a resolution

Amendment

23 a. Reminds the strategic importance of Next Generation EU and of the RRF in supporting ambitious large scale deployment plan for ERTMS in the National Recovery and Resilience Plans of the Member States, and invites the Commission to ensure that ERTMS funding is granted adequate relevance during the preparatory phase of the NRRPs;

Or. en

Amendment 141
Jakop G. Dalunde

Motion for a resolution
Paragraph 23 a (new)

Motion for a resolution

Amendment

23 a. Recalls the ECA's finding that, overall in the EU, 50% of TEN-T funds originally allocated to ERTMS projects were decommitted^{1a} and that implementation delays and reductions in project scope were the main reasons for this; calls on the Commission and Member States to address this problem;

^{1a} From p. 40 in the report:
https://www.eca.europa.eu/Lists/ECADocuments/SR17_13/SR_ERTMS_RAIL_EN.pdf

Or. en

Amendment 142

Barbara Thaler, Sven Schulze, Marian-Jean Marinescu, Cláudia Monteiro de Aguiar, Massimiliano Salini, Henna Virkkunen

**Motion for a resolution
Paragraph 23 a (new)**

Motion for a resolution

Amendment

23 a. Calls on the Member States to grant a reduction of track access charges of 75% for at least 10 years for those railway undertakings, which successfully equipped 100% of their locomotives with ERTMS baseline 3;

Or. en

**Amendment 143
Jörgen Warborn**

**Motion for a resolution
Paragraph 23 a (new)**

Motion for a resolution

Amendment

23a. Stresses that ERTMS deployment

along core corridors needs to be preceded by cost-benefit analyses and to take place at a pace and on a scale that are economically justifiable;

Or. sv

Amendment 144
Jörgen Warborn

Motion for a resolution
Paragraph 23 b (new)

Motion for a resolution

Amendment

23b. Stresses that the main objectives of EU rail coordination are to strengthen the robustness of the core network and to increase the share of freight and passenger transport by rail; stresses therefore that ERTMS deployment must take place in a way that does not crowd out other, more urgent investments that Member States, railway managers and train operators can make in order to achieve those objectives effectively;

Or. sv

Amendment 145
Carlo Fidanza, Kosma Zlotowski

Motion for a resolution
Paragraph 23 b (new)

Motion for a resolution

Amendment

23 b. Calls on the Commission to evaluate the opportunity to grant ERTMS strategic projects under the CEF funding a co-financing factor even higher than 50% when such projects are embedded in ambitious large-scale accelerated plans to scale-up the ERTMS deployment, in order to incentivize ambitious strategies for ERTMS in the Member States;

Amendment 146
Carlo Fidanza, Roberts Zile

Motion for a resolution
Paragraph 23 c (new)

Motion for a resolution

Amendment

23 c. Recalls that ERTMS deployment on the TEN-T Core Network is expected to represent a total amount of investment needs of at least EUR 12 billion and at least EUR 5 billion for on-board deployment;

Or. en

Amendment 147
Carlo Fidanza, Kosma Złotowski

Motion for a resolution
Paragraph 24

Motion for a resolution

Amendment

24. Recalls that EU funds are not sufficient to cover all the expected needs. and therefore calls on the Commission and Member States to cooperate closely to further improve the attractiveness of investing in the ERTMS, and to guarantee legal certainty for private investors;

24. Recalls that EU funds are not sufficient to cover all the expected needs. and therefore calls on the Commission and Member States to cooperate closely to further improve the attractiveness of investing in the ERTMS, and to guarantee legal certainty for private investors.
Particularly, in the case of CEF grants for ERTMS, it calls for the duration of the grants agreements to be extended to better reflect and match the cycles related to public procurement procedures;

Or. en

Amendment 148
Dominique Riquet

Motion for a resolution
Paragraph 24

Motion for a resolution

24. Recalls that EU funds are not sufficient to cover all the expected needs. and therefore calls on the Commission and Member States to cooperate closely to further improve the attractiveness of investing in the ERTMS, and to guarantee legal certainty for private investors;

Amendment

24. Recalls that EU funds are not sufficient to cover all the expected needs. and therefore calls on the Commission and Member States to cooperate closely to further improve the attractiveness of investing in the ERTMS, and to guarantee legal certainty for private investors; ***notes that the duration of EIM grant agreements could be extended to better reflect the actual duration of ERTMS project implementation;***

Or. fr

Amendment 149
Roman Haider, Georg Mayer

Motion for a resolution
Paragraph 24

Motion for a resolution

24. Recalls that EU funds are not sufficient to cover all the expected needs. and therefore calls on the Commission and Member States to cooperate closely to further improve the attractiveness of investing in the ERTMS, and to guarantee legal certainty for private investors;

Amendment

24. Recalls that EU funds are not sufficient to cover all the expected needs. and therefore calls on the Commission and Member States to cooperate closely to further improve the attractiveness of investing in the ERTMS, and to guarantee legal certainty for private investors; ***points out, in that connection, that without proper incentives no investments will be made;***

Or. de

Amendment 150
Cláudia Monteiro de Aguiar, Barbara Thaler

Motion for a resolution
Paragraph 24

Motion for a resolution

24. Recalls that EU funds are not sufficient to cover all the expected needs, and therefore calls on the Commission and Member States to cooperate closely to further improve the attractiveness of investing in the ERTMS, and to guarantee legal certainty for private investors;

Amendment

24. Recalls that EU funds are not sufficient to cover all the expected needs and therefore calls on the Commission and Member States to cooperate closely ***and make planning, financial and political commitments*** to further improve the attractiveness of investing in the ERTMS, and to guarantee legal certainty for private investors;

Or. en

Amendment 151

Roman Haider, Georg Mayer

Motion for a resolution

Paragraph 24 a (new)

Motion for a resolution

Amendment

24a. Points out that inadequate EU funding will lead to disparities in payments and deployment periods;

Or. de

Amendment 152

Jakop G. Dalunde

Motion for a resolution

Paragraph 25

Motion for a resolution

Amendment

25. Calls on the Member States to ensure synergies within all the European financial instruments such as CEF and its Blending Facility, the Cohesion Funds, InvestEU, and access to Next Generation EU while making the ERTMS one of their main priorities in their Recovery and Resilient Plans;

25. Calls on the Member States to ensure synergies within all the European financial instruments such as CEF and its Blending Facility, the Cohesion Funds, InvestEU, and access to Next Generation EU while making the ERTMS one of their main priorities in their Recovery and Resilient Plans; ***also calls on the Commission to achieve synergies between***

Or. en

Amendment 153

Isabel García Muñoz, Andris Ameriks

Motion for a resolution

Paragraph 25

Motion for a resolution

25. Calls on the Member States to ensure synergies within all the European financial instruments such as CEF and its Blending Facility, the Cohesion Funds, InvestEU, and access to Next Generation EU **while making** the ERTMS one of their main priorities in their Recovery and Resilient Plans;

Amendment

25. Calls on **the European Commission and** the Member States to ensure, **promote and facilitate** synergies within all the European financial instruments such as CEF and its Blending Facility, the Cohesion Funds, InvestEU, and access to Next Generation EU **and calls the Commission to encourage Member States to make** the ERTMS one of their main priorities in their Recovery and Resilient Plans;

Or. en

Amendment 154

Dominique Riquet

Motion for a resolution

Paragraph 25 a (new)

Motion for a resolution

25a. Stresses the priority nature of funding equipment for cross-border links; takes the view that, since the EU co-financing rates for ERTMS are insufficient, they should be increased by drawing up a priority list of the most important cross-border links on the network;

Or. fr

Amendment 155
Carlo Fidanza, Kosma Zlotowski

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25 a. Stresses the importance of the key opportunity of using funding under the Recovery and Resilience Facility to advance on ERTMS deployment. In this sense, calls on the European Commission to make sure that Member States include ERTMS related investments in their National Recovery Plans;

Or. en

Amendment 156
Jakop G. Dalunde

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25 a. Stresses that investments in the deployment of ERTMS contribute to achieving the climate and digital mainstreaming targets of EU financial instruments, and should therefore be considered a priority under the implementation of these instruments;

Or. en

Amendment 157
Andris Ameriks, Isabel García Muñoz

Motion for a resolution
Paragraph 25 a (new)

Motion for a resolution

Amendment

25 a. Is convinced that these funds are vital to cover the limited transition phase between ongoing R&D programs and broad operational ERTMS deployment.

Or. en

Amendment 158
Dominique Riquet

Motion for a resolution
Paragraph 25 b (new)

Motion for a resolution

Amendment

25b. Calls for the Agency to be systematically consulted in assessing the compliance of EU-funded projects with the technical specifications for interoperability in order to avoid difficulties concerning compatibility of the ERTMS versions installed;

Or. fr

Amendment 159
Jakop G. Dalunde

Motion for a resolution
Paragraph 25 b (new)

Motion for a resolution

Amendment

25 b. Stresses in particular that the Recovery and Resilience Facility presents a golden opportunity to fund the accelerated deployment of ERTMS; calls on the Member States to include investments for ERTMS in their National Recovery Plans;

Or. en

Amendment 160

Dominique Riquet

Motion for a resolution
Paragraph 25 c (new)

Motion for a resolution

Amendment

**25c. Stresses the need for EU funds to
to be granted to new railway line projects
only if they include ERTMS equipment;**

Or. fr

Amendment 161
Dominique Riquet

Motion for a resolution
Paragraph 25 d (new)

Motion for a resolution

Amendment

**25d. Calls on the Commission to take
account of ERTMS equipment when
defining the rail connectivity index;**

Or. fr

Amendment 162
Dominique Riquet

Motion for a resolution
Paragraph 25 e (new)

Motion for a resolution

Amendment

**25e. Stresses that the investment
needed to deploy ERTMS on the core
network is estimated at EUR 12 billion for
trackside systems and EUR 5 billion for
onboard systems;**

Or. fr

Amendment 163

Dominique Riquet

Motion for a resolution
Paragraph 25 f (new)

Motion for a resolution

Amendment

25f. Stresses that new funding from the Recovery and Resilience Facility is required for ERTMS roll-out, calls on the Commission to ensure that such projects are included in national recovery plans;

Or. fr

Amendment 164
Dominique Riquet

Motion for a resolution
Paragraph 25 g (new)

Motion for a resolution

Amendment

25g. Stresses that the method of calculating EU aid for ERTMS equipment, based on a flat rate per kilometre, is suitable for linear sections but less appropriate for urban nodes which require many trackside objects and complex ERTMS settings over a short distance; suggests considering a breakdown of costs by the number sets of points on the track;

Or. fr