

9.12.2020

A9-0191/ 001-039

## AMENDMENTS 001-039

by the Committee on Transport and Tourism

### Report

Anna Deparnay-Grunenberg

European Year of Rail (2021)

A9-0191/2020

Proposal for a decision (COM(2020)0078 – C9-0076/2020 – 2020/0035(COD))

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### Amendment 1

#### Proposal for a decision

##### Recital 4

*Text proposed by the Commission*

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union's greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier **and** cleaner alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland

*Amendment*

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable, smart, **intermodal, interoperable and interconnected** mobility. Transport accounts for a quarter of the Union's greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed **as soon as possible and at the latest** by 2050. Achieving sustainable, **intermodal** transport means putting users first and providing them with more affordable, accessible, healthier, cleaner **and more energy-efficient** alternatives to their current mobility habits **encouraging those already using sustainable transport modes such as walking, cycling and**

waterways.

***public transport. Sustainable transport means high standards in working conditions; it also means price levels that include external costs*** The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways. ***It is therefore essential to move forward in implementing the Trans-European Transport Network (TEN-T) and to ensure that the necessary financial resources are available.***

## Amendment 2

### Proposal for a decision Recital 5 a (new)

*Text proposed by the Commission*

*Amendment*

***(5 a) The COVID-19 pandemic has hit the transport sector exceptionally hard. The rail sector has experienced an unprecedented decline in passenger numbers. Despite the operational and financial constraints, the sector has maintained crucial connections both for people and for the transportation of essential and dangerous goods. This has been possible mainly thanks to the employees who have continued working under difficult, dangerous and uncertain conditions to ensure that medical supplies and essential goods can be transported across Europe.***

## Amendment 3

### Proposal for a decision Recital 6

*Text proposed by the Commission*

*Amendment*

(6) By connecting the Union's main transport routes with its peripheral regions and territories, the rail sector contributes to

(6) By connecting the Union's main transport routes with its peripheral, ***mountainous and hard to reach*** regions

social, economic and territorial cohesion.

and territories, *including at regional and local level, by establishing and reinstating missing regional cross-border rail links<sup>1a</sup> and advancing in electrification<sup>1b</sup>*, the rail sector contributes to social, economic and territorial cohesion. *Furthermore, remote and rural areas often have fewer and less-well-developed networks that guarantee the provision of basic services to the population. Border regions throughout the Union make up 40 % of the Union's territory, containing a third of its population<sup>1c</sup> but are often faced with the doubly difficult situation of being rural in character and at the periphery of national networks. However, several cross-border connections are still missing and this hampers the trans-European transport network in achieving full efficiency. Investments in rail infrastructure should additionally focus on those connections that contribute to the Union's goals regarding the modal shift, for instance in port or airport areas where freight can be distributed inland via rail instead of road, provided that adequate rail infrastructure is in place. The reinforcement of interoperability and the promotion of a complementary approach among all transport sectors is an essential goal to be achieved in order to improve economic activity in the regions, create new jobs and contribute to recovery from the current health and economic crisis.*

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<sup>1a</sup> DG REGIO Report “Quantification of the effects of legal and administrative border obstacles in land border regions” (Source:

[https://ec.europa.eu/regional\\_policy/sources/docoffic/2014/boosting\\_growth/quantif\\_effect\\_borders\\_obstacles.pdf](https://ec.europa.eu/regional_policy/sources/docoffic/2014/boosting_growth/quantif_effect_borders_obstacles.pdf)

<sup>1b</sup> DG REGIO Report “Quantification of the effects of legal and administrative border obstacles in land border regions” (Source:

[https://ec.europa.eu/regional\\_policy/sources/docoffic/2014/boosting\\_growth/quantif](https://ec.europa.eu/regional_policy/sources/docoffic/2014/boosting_growth/quantif)

[\\_effect\\_borders\\_obstacles.pdf](#)

<sup>1c</sup> **DG REGIO Report “Quantification of the effects of legal and administrative border obstacles in land border regions”**

(Source:

[https://ec.europa.eu/regional\\_policy/sources/docoffic/2014/boosting\\_growth/quantif\\_effect\\_borders\\_obstacles.pdf](https://ec.europa.eu/regional_policy/sources/docoffic/2014/boosting_growth/quantif_effect_borders_obstacles.pdf)

## Amendment 4

### Proposal for a decision

#### Recital 7

##### *Text proposed by the Commission*

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. **Rail** therefore needs a further boost to become more attractive to travellers and businesses alike.

##### *Amendment*

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need **to open up to competition, to foster innovation, interoperability and digitalisation, to complete the TEN-T and the freight corridors, to accelerate the implementation of European wide modern train management systems (ERTMS) both for on-board and for track-side equipment, to internalise the external costs, to minimise noise and to promote better integration between logistic systems and the quality of life of citizens. Rail is often hamstrung by outdated business and operational practices and by the presence of too much ageing infrastructure and rolling stock.** Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential, **while ensuring the functioning of the internal market, increasing traffic and maintaining or improving the already high safety levels. The rail sector** therefore needs a further boost **in order for it** to become more attractive to travellers, **employees** and businesses alike. **For this to happen, it needs to have suitable infrastructure and**

*to benefit from strong EU funding instruments. The role of ERA in lowering technical barriers within the single European railway area should be highlighted.*

## Amendment 5

### Proposal for a decision Recital 8

#### *Text proposed by the Commission*

(8) In order to promote rail transport in line with the objectives set out in the Commission Communication on the European Green Deal, including with regard to sustainable and smart mobility, the year 2021 should be designated as European Year of Rail. 2021 will be an important year for the Union rail policy, it will be the first full year where the rules agreed under the Fourth Railway Package will be implemented throughout the Union, namely on the opening of the market of domestic passenger services and on reducing costs and administrative burden for railway undertakings operating across the Union. There is a growing public interest in railways, including in night trains, in a number of Member States, as also illustrated by the popularity of #DiscoverEU. Moreover, the international arts festival 'Europalia' will dedicate its 2021 edition to the influence of railways on the arts and highlight the role of rail as a powerful promotor of social, economic and industrial change.

#### *Amendment*

(8) In order to promote rail transport in line with the objectives set out in the Commission Communication on the European Green Deal, including with regard to sustainable and smart mobility, the year 2021 should be designated as European Year of Rail. 2021 will be an important year for the Union rail policy, it will be the first full year where the rules agreed under the Fourth Railway Package will be implemented throughout the Union, namely on the opening of the market of domestic passenger services and on reducing costs and administrative burden for railway undertakings operating across the Union. Particular importance also needs to be placed on the correct enforcement of the 4th railway package and the new ERA role. The European Year of Rail should mark the starting point for a more general strategy on the railways, aimed at achieving the single European railway area. There is a growing public interest in railways, including in night trains, in a number of Member States, as also illustrated by the popularity of #DiscoverEU. Rail should be integral in delivering seamless "door to door" travel solutions in combination with other modes, including active travel. Moreover, the international arts festival 'Europalia' will dedicate its 2021 edition to the influence of railways on the arts and highlight the role of rail as a powerful promotor of social, economic, industrial *and ecological* change.

## Amendment 6

### Proposal for a decision Recital 8 a (new)

*Text proposed by the Commission*

*Amendment*

***(8 a) The overwhelming majority of freight transport starts or ends in towns and suburbs. 70 % of the population lives there and 85 % of the EU's GDP is created in these areas. Similarly, commuters account for 80 to 90 % of all passengers. This means that urban agglomerations are significant contributors to the overall performance of passenger rail transport. Therefore, under-used suburban and regional lines need to be modernised and renovated to encourage smart urban mobility with low ecological impact and better social and economic cohesion. Substantial funds and increased co-financing rates are needed for investment in rail infrastructure and are crucial for the modal competitiveness of rail. Investment in rail infrastructure is key to the modal competitiveness of rail. While 80 % of funding under the Connecting Europe Facility is channelled towards rail, the Member States also have a responsibility to pursue ambitious investment policies to promote the modal shift. These investments should be based on a “rail connectivity index” in order to maximise the efficiency of the Single European Rail Area. The role of motivated staff cannot be underestimated, and guarantees the smoothness of operations. The rail sector, however, has problems attracting new employees. In order to reach its full potential, it needs to diversify its workforce and in particular attract women and young workers. This perspective should be promoted at all institutional levels.***

## Amendment 7

### Proposal for a decision Recital 8 b (new)

*Text proposed by the Commission*

*Amendment*

***(8b) Enhancing the attractiveness of rail requires the services to be user-centred and organised and engineered to deliver good value, with consistent dependability and excellent service quality. Those services should be priced competitively, reflecting resource-efficiency.***

## Amendment 8

### Proposal for a decision Article 2 – paragraph 1 – point a

*Text proposed by the Commission*

*Amendment*

(a) promote rail as a sustainable, innovative ***and safe mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the Union's climate neutrality objective by 2050 and by reaching out to the wider public, especially youth;***

(a) promote rail as ***the backbone of*** sustainable, innovative, ***intermodal, safe and affordable*** transport ***and as an efficient logistic network, capable of guaranteeing essential services, even during unexpected crises;***

## Amendment 9

### Proposal for a decision Article 2 – paragraph 1 – point a a (new)

*Text proposed by the Commission*

*Amendment*

***(a a) promote the role of rail in reaching the Union's climate neutrality objective as soon as possible and by 2050, including by reaching out to the wider public, especially to people with disabilities and reduced mobility, as well as to youth;***

## Amendment 10

### Proposal for a decision

#### Article 2 – paragraph 1 – points a b (new) and a c (new)

*Text proposed by the Commission*

*Amendment*

***(a b) strengthen rail, including by improving the cross-border cooperation among infrastructure managers to facilitate better rail connectivity across borders, including cross-border charter trains;***

***(a c) develop and communicate a modal shift in tourism policy as a network that can connect rural areas and can boost, and create public awareness of, a European sustainable tourism;***

## Amendment 11

### Proposal for a decision

#### Article 2 – paragraph 1 – point b

*Text proposed by the Commission*

*Amendment*

(b) highlight the European, cross-border dimension of rail, that brings citizens closer together, allows them to explore the Union in all its diversity, fosters cohesion and contributes to integrate the Union internal market;

(b) highlight the European, cross-border dimension of rail that brings citizens closer together, allows them to explore the Union in all its diversity, fosters ***socio-economic and territorial*** cohesion and contributes to integrate the Union internal market, ***whilst promoting the completion of the TEN-T, ending bottlenecks mainly in cross-border areas, and thus make transport more interoperable by offering people and goods comprehensive solutions; and therefore highlights the need to turn the Union patchwork of national rail networks into a truly European network, especially by supporting regional cross-border rail connectivity EU wide;***

## Amendment 12

### Proposal for a decision

## Article 2 – paragraph 1 – point c

*Text proposed by the Commission*

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to regional development, ***industrial competitiveness***, sustainable tourism, ***innovation, employment***, education, youth and culture, and improving accessibility for persons with disabilities;

*Amendment*

(c) enhance the contribution of rail to Union economy, industry, ***commerce*** and society, covering in particular aspects related to regional ***and local*** development, sustainable tourism, ***attractive careers***, education, youth and culture and improving accessibility for ***elderly people and for*** persons with disabilities ***and reduced mobility***;

## Amendment 13

**Proposal for a decision**

**Article 2 – paragraph 1 – point c a (new)**

*Text proposed by the Commission*

*Amendment*

***(c a) strongly support rail research and innovation, in particular via Shift2Rail and its successors, particularly with a view to increase capacity in the European rail network, achieving higher rail service quality and decarbonisation;***

## Amendment 14

**Proposal for a decision**

**Article 2 – paragraph 1 – point c b (new)**

*Text proposed by the Commission*

*Amendment*

***(c b) emphasise the Union's position as a global industrial competitiveness cluster with innovative and exporting flagships;***

## Amendment 15

**Proposal for a decision**

**Article 2 – paragraph 1 – point c c (new)**

*Text proposed by the Commission*

*Amendment*

***(c c) facilitate data sharing with new entrants and third-party suppliers.***

## **Amendment 16**

### **Proposal for a decision**

#### **Article 2 – paragraph 1 – point d a (new)**

*Text proposed by the Commission*

*Amendment*

***(d a) strengthen rail transport in agglomerations and suburbs, to promote space-saving, climate- and people-friendly, door-to-door transportation, including through an easily understandable and consistently enforced system of passenger rights to improve the quality of services and to encourage social and economic inclusion;***

## **Amendment 17**

### **Proposal for a decision**

#### **Article 2 – paragraph 1 – point d b (new)**

*Text proposed by the Commission*

*Amendment*

***(d b) mobilise the role that rail plays in the shared European collective imagination, particularly the cultural and historical aspects, recalling the role of rail in building European prosperity and in the industrial revolutions in cutting-edge technologies in the 21st century; and highlight that trains, railways stations and rail infrastructure, as part of Europe's cultural heritage, deserve to be promoted and celebrated in cooperation with museums or other cultural sites and events;***

## Amendment 18

### Proposal for a decision

#### Article 2 – paragraph 1 – point d c (new)

*Text proposed by the Commission*

*Amendment*

*(d c) promote the existing Union night train network and encourage initiatives in which cross-border night trains are used to promote the Union's visual identity;*

## Amendment 19

### Proposal for a decision

#### Article 2 – paragraph 1 – point d d (new)

*Text proposed by the Commission*

*Amendment*

*(d d) promote the attractiveness of the railway profession, including by encouraging fair conditions of service and protection of employees against abuse.*

## Amendment 20

### Proposal for a decision

#### Article 3 – paragraph 1 – point a

*Text proposed by the Commission*

*Amendment*

(a) initiatives and events to promote debate, raise awareness and facilitate citizens, businesses and public authorities' engagement to attract more people and goods to rail as a means to combat climate change, through multiple channels and tools, including events in Member States;

(a) initiatives and events to promote debate, ***build a positive image***, raise awareness and facilitate citizens, businesses, and public authorities' engagement ***to re-establish trust in rail*** to attract more people and goods to rail as a means to combat climate change, through multiple channels and tools, including events in Member States ***at national, regional and local level, whilst also highlighting the safety and comfort of travelling by rail as inter-modal nature***;

## **Amendment 21**

### **Proposal for a decision**

#### **Article 3 – paragraph 1 – point a a (new)**

*Text proposed by the Commission*

*Amendment*

***(a a) initiatives that emphasise that rail plays an integral part in ‘door-to-door’ transport, emphasising the need for intermodal integration and for inter-connectivity with other modes, including geographically peripheral regions and islands;***

## **Amendment 22**

### **Proposal for a decision**

#### **Article 3 – paragraph 1 – point a b (new)**

*Text proposed by the Commission*

*Amendment*

***(a b) initiatives in Members States to encourage in both the public and private sector business-travel and commuting patterns by rail;***

## **Amendment 23**

### **Proposal for a decision**

#### **Article 3 – paragraph 1 – point a c (new)**

*Text proposed by the Commission*

*Amendment*

***(a c) initiatives to support technological innovation in order to develop through-ticketing and digital multi-modal tickets;***

## **Amendment 24**

### **Proposal for a decision**

**Article 3 – paragraph 1 – point a d (new)**

*Text proposed by the Commission*

*Amendment*

***(a d) initiatives to promote investment in terminals and rolling stock as an optimised modal shift option that will contribute to the decarbonisation of freight transport and the development of smart and sustainable mobility;***

**Amendment 25**

**Proposal for a decision**

**Article 3 – paragraph 1 – point a e (new)**

*Text proposed by the Commission*

*Amendment*

***(a e) initiatives to signal the universal dimension of rail in terms of service, guaranteeing both territorial accessibility and other aspects of accessibility (waiting time, density of access points, accessibility for passengers with reduced mobility and elderly etc);***

**Amendment 26**

**Proposal for a decision**

**Article 3 – paragraph 1 – point a f (new)**

*Text proposed by the Commission*

*Amendment*

***(a f) the Commission shall explore the possibility to create a rail connectivity index aimed at categorising the consistency, quality and diversity of the offer as well as accessibility and intermodal options measuring the integration of the network. The aim of this index shall be to identify the areas where investment in the rail sector is particularly necessary.***

## Amendment 27

### Proposal for a decision

#### Article 3 – paragraph 1 – point b

*Text proposed by the Commission*

(b) information, exhibitions, inspiration, education and awareness-raising campaigns to encourage changes in passenger, consumer and business behaviour and to stimulate an active contribution of the general public to achieving the objectives of more sustainable transport;

*Amendment*

(b) information, exhibitions, inspiration, education and awareness-raising campaigns ***as well as demonstration and information trains*** to encourage changes in passenger, consumer and business behaviour and to stimulate an active contribution of the general public to achieving the objectives of more sustainable transport;

## Amendment 28

### Proposal for a decision

#### Article 3 – paragraph 1 – point e a (new)

*Text proposed by the Commission*

*Amendment*

***(e a) collection of experiences and best practices to create a level-playing field between transport modes and ultimately to decrease the cost to society,***

## Amendment 29

### Proposal for a decision

#### Article 3 – paragraph 1 – point e b (new)

*Text proposed by the Commission*

*Amendment*

***(e b) support for regional infrastructure expansion in particular by promoting on freight transport away from the main corridors;***

## **Amendment 30**

### **Proposal for a decision**

#### **Article 3 – paragraph 1 – point e c (new)**

*Text proposed by the Commission*

*Amendment*

*(e c) initiatives to identify possibilities for network optimisation and for improved digitalisation, especially for the provision of real-time information about fares and timetables, so that rail passengers can make comparisons and access information about independent third-party providers;*

## **Amendment 31**

### **Proposal for a decision**

#### **Article 3 – paragraph 1 – point e d (new)**

*Text proposed by the Commission*

*Amendment*

*(e d) activities to better disseminate information on the enforcement of passengers' rights, including initiatives to improve the information available to passengers, enforcing Regulation (EC) No 80/2009 of the European Parliament and of the Council of 14 January 2009 so as to provide comparative data on all transport modes;*

## **Amendment 32**

### **Proposal for a decision**

#### **Article 3 – paragraph 1 – point e e (new)**

*Text proposed by the Commission*

*Amendment*

*(e e) initiatives to promote a modal shift in tourism with joint support of the rail sector, the European cultural industry and national and European representatives of the tourism industry, as*

*a network that can connect all areas national, regional and rural, that can boost and create public awareness for a European sustainable tourism.*

### **Amendment 33**

#### **Proposal for a decision**

#### **Article 3 – paragraph 1 – point e f (new)**

*Text proposed by the Commission*

*Amendment*

*(e f) implementation of the activities, partnerships and events set out in the annex of events and partnerships;*

### **Amendment 34**

#### **Proposal for a decision**

#### **Article 3 – paragraph 1 – point e g (new)**

*Text proposed by the Commission*

*Amendment*

*(e g) initiatives to ensure that EU funds allocated to the recovery efforts in response to the COVID-19 pandemic are used to massively expand and improve the European rail infrastructure and that Members State fully deploy the European Train Management system (ERTMS) in respect of both on-board rolling stock and infrastructure, intensify noise protection and strengthen feeder lines in order to improve door-to-door mobility.*

### **Amendment 35**

#### **Proposal for a decision**

#### **Article 4 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

The organisation of participation in the European Year at national level is a

The organisation of participation in the European Year at national level is a

responsibility of the Member States. To that end, Member States shall appoint national *coordinators*. The national coordinators shall ensure the coordination of relevant activities at national level.

responsibility of the Member States. To that end, Member States shall appoint *a national coordinator and provide adequate financial and human resources for her or his tasks* The national coordinators shall ensure the coordination of relevant activities at national level *and provide a link to coordination at Union level. National coordinators shall be chosen on the basis of their proven commitment to the development of rail in Europe.*

## Amendment 36

### Proposal for a decision

#### Article 4 – paragraph 1 a (new)

*Text proposed by the Commission*

*Amendment*

*Member States, taking into account their political structure and the distribution of powers, shall appoint the relevant coordinators.*

## Amendment 37

### Proposal for a decision

#### Article 5 – paragraph 3 – subparagraph 1

*Text proposed by the Commission*

*Amendment*

The Commission shall convene regular meetings of stakeholders and representatives of organisations or bodies active in the field of rail transport, including existing transnational networks *and* relevant NGOs, as well as of youth organisations and communities, to assist it in implementing the European Year at Union level.

The Commission shall convene regular meetings of *all* stakeholders and representatives of organisations or bodies active in the field of rail transport, including existing transnational networks, relevant NGOs, *universities and technology centres*, as well as *representatives* of youth organisations, *organisations representing people with disabilities and reduced mobility* and communities, to assist it in implementing the European Year at Union level. *The Commission shall use the same meetings to promote a pan-European debate about rail policy, obstacles, decarbonisation potential and socially and*

*environmentally sustainable mobility policy with a view to basing future legislative ideas on this input.*

## **Amendment 38**

### **Proposal for a decision Article 6 a (new)**

*Text proposed by the Commission*

*Amendment*

#### **Article 6a**

##### **Budget**

*The financial envelope for the implementation of this Decision for the period from 1 January 2020 to 31 December 2022 shall be EUR 16 million. The annual appropriations shall be authorised by the European Parliament and the Council within the limits of the multiannual financial framework.*

## **Amendment 39**

### **Proposal for a decision Annex**

*Text proposed by the Commission*

*Amendment*

#### **Annex**

##### **Events and partnerships**

*Partnerships shall support a range of activities to give effect to the European Year of Rail through events intended for citizens. This Annex sets out a non-exhaustive list of events to be carried out during the European Year of Rail, supported by various partnerships according to their scope.*

*The following partnerships, events or activities shall be organised during the European Year, as circumstances permit:*

*- Partnerships with film festivals throughout Europe to highlight the*

*prominent place of rail in cinema  
production; cooperation with European  
rail museums and existing cultural events  
such as film festivals and art exhibitions*

*- Partnership with the European Union  
Agency for Railways to emphasise:*

*(i) the performance of the sector in  
Europe;*

*(ii) the know-how of actors in the sector,  
in particular of rail workers;*

*(iii) the advantages of rail in terms of  
safety and environmental protection; and*

*(iv) career opportunities for pupils,  
students and apprentices;*

*- Mobilising railway museums to relay the  
messages of the European Year;*

*- Mobile exhibition trains in the Union to  
inform the public about the objectives of  
the European Year and to highlight the  
attractiveness of its many messages;*

*- Providing Inter-rail passes for young  
people in connection with Erasmus  
studies or competitions to extend the  
reach of the European Year;*

*- Exploiting the potential of stations as  
places of art, urban meeting places and  
economic, cultural and civic hubs.*