



**2017/0237(COD)**

3.4.2018

# **AMENDMENTS**

## **56 - 348**

### **Draft report**

**Bogusław Liberadzki**

Rail passengers' rights and obligations (recast)

Proposal for a regulation

(COM(2017)0548 – C8-0324/2017 – 2017/0237(COD))



## Amendment 56

Lucy Anderson, Rory Palmer, Theresa Griffin, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Merja Kyllönen, Virginie Rozière, Marc Tarabella

### Proposal for a regulation

#### Recital 1

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

(1) A number of amendments are to be made to Regulation (EC) No 1371/2007 of the European Parliament and of the Council<sup>24</sup>. In the interests of clarity, *that Regulation* should be recast.

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<sup>24</sup> Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations (OJ L 315, 3.12.2007, p. 14).

##### *Amendment*

(1) A number of amendments are to be made to Regulation (EC) No 1371/2007 of the European Parliament and of the Council<sup>24</sup> *in order to provide improved protection for passengers and encourage increased rail travel, with due regard to Articles 11, 12 and 14 of the Treaty on the Functioning of the European Union in particular. In view of these amendments and* in the interests of clarity, *Regulation 1371/2007* should *therefore* be recast.

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<sup>24</sup> Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations (OJ L 315, 3.12.2007, p. 14).

Or. en

## Amendment 57

Marie-Christine Arnautu

### Proposal for a regulation

#### Recital 3

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

(3) Despite *considerable* progress made in protecting consumers in the Union, further improvements in protecting the rights of rail passengers are still to be made.

##### *Amendment*

(3) Despite progress made in protecting consumers in the Union, further improvements in protecting the rights of rail passengers are still to be made, *and the fight against anti-social behaviour, theft, violence and attacks perpetrated on the*

*railways must be stepped up.*

Or. fr

**Amendment 58**  
**Maria Grapini**

**Proposal for a regulation**  
**Recital 3**

*Text proposed by the Commission*

(3) Despite considerable progress made in protecting consumers in the Union, further improvements in protecting the rights of rail passengers ***are still to be made.***

*Amendment*

(3) Despite considerable progress made in protecting consumers in the Union, further improvements ***are still to be made*** in protecting the rights of rail passengers ***and ensuring they are compensated for delays, cancellations and any material damage.***

Or. ro

**Amendment 59**  
**Tania González Peñas**

**Proposal for a regulation**  
**Recital 3**

*Text proposed by the Commission*

(3) Despite considerable progress made in protecting consumers in the Union, further improvements in protecting the rights of rail passengers are still to be made.

*Amendment*

(3) Despite considerable progress made in protecting consumers in the Union, further improvements in protecting the rights of rail passengers are still to be made, ***particularly those of the most vulnerable passengers.***

Or. es

**Amendment 60**  
**Michael Cramer, Lucy Anderson, Karima Delli, Tania González Peñas**

**Proposal for a regulation**  
**Recital 4**

*Text proposed by the Commission*

(4) Since the rail passenger is the weaker party to the transport contract, passengers' rights in this respect should be safeguarded.

*Amendment*

(4) Since the rail passenger is the weaker party to the transport contract, passengers' rights in this respect should be safeguarded. ***The rail passenger furthermore contributes as a taxpayer to the subsidies for rail transport and pays for his/her tickets in advance, which makes his/her right on high quality services even stronger.***

Or. en

*Justification*

*This addition underlines the evident interest of the passenger much stronger and strengthens considerably the Commission's text.*

**Amendment 61**  
**Maria Grapini**

**Proposal for a regulation**  
**Recital 5**

*Text proposed by the Commission*

(5) Granting the same rights to rail passengers taking international and domestic journeys should raise the level of consumer protection in the Union, ensure a level playing-field for railway undertakings and guarantee a uniform level of rights for passengers.

*Amendment*

(5) Granting the same rights to rail passengers taking international and domestic journeys should raise the level of consumer protection in the Union, ***guarantee that passengers receive as precise as possible information on their rights and*** ensure a level playing-field for railway undertakings and guarantee a uniform level of rights for passengers.

Or. ro

**Amendment 62**  
**Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**  
**Recital 5 a (new)**

*Text proposed by the Commission*

*Amendment*

**(5a) This Regulation must not adversely affect the ability of the Member States or competent authorities to establish social tariffs for services regulated under a public service obligation, and for commercial services.**

Or. fr

*Justification*

*This amendment is intrinsically linked to the changes made to Article 2 on the scope of the regulation. As it currently stands, the regulation excludes suburban and regional services, which cover 90% of rail passengers. With that in mind, this amendment seeks to supplement the recast proposal, which removes exemptions, by also removing exemptions covering suburban and regional services.*

**Amendment 63**

**Nicola Caputo, Lucy Anderson, Miltiadis Kyrkos, Theresa Griffin**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

*Amendment*

**(6) Urban, suburban and regional rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.** **deleted**

Or. en

*Justification*

*Urban, suburban and regional services account for the greater part of train travel. Data from the International Association of Public Transport (UITP) demonstrates that more than 90% of passenger journeys and 50% of passenger kilometres are incurred on those services. Most*

*longer-distance journeys involve a local leg: their inclusion is therefore vital to any meaningful interpretation of 2018 being the Year of Multimodality.*

#### **Amendment 64**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Francisco Assis, John Howarth, Kostadinka Kuneva, Peter Kouroumbashev, Sergio Gaetano Cofferati**

#### **Proposal for a regulation**

##### **Recital 6**

*Text proposed by the Commission*

*Amendment*

**(6) Urban, suburban and regional rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.** *deleted*

Or. en

#### **Amendment 65**

**Jens Rohde, Matthijs van Miltenburg, Pavel Telička, Lucy Anderson**

#### **Proposal for a regulation**

##### **Recital 6**

*Text proposed by the Commission*

*Amendment*

**(6) Urban, suburban and regional rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.** *deleted*

Or. en

*Justification*

*90% passengers' journeys and 50% of passengers' kilometres would be excluded by this regulation if this exemption keeps being granted.*

**Amendment 66**  
**Andor Deli**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

(6) Urban, suburban and regional rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services ***which are not cross-border services within the Union from certain provisions on passengers' rights.***

*Amendment*

(6) Urban, suburban and regional rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger ***services. These services strongly compete with less sustainable road transport services which enjoy similar derogations when distances are under 250 km, under Article 2 of Regulation 181/2011 on rights of passengers in bus and coach transport.***

Or. en

*Justification*

*These services have the same characteristics, regardless of whether they cross a border or not. The Commission proposal to lift exemptions to this market segment when it is cross-border is unreasonable and would put the financial equilibrium of these services at risk. Furthermore, these services directly compete with coach and buses which are currently exempted to apply their sector-specific passengers' rights, when distances are below 250Km.*

**Amendment 67**  
**István Ujhelyi**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

(6) Urban, suburban and regional rail

*Amendment*

(6) Urban, suburban and regional rail

passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services ***which are not cross-border services within the Union from certain provisions on passengers' rights.***

passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services. ***These services fiercely compete with less sustainable road services which enjoy similar derogations when distances are under 250 km, under Article 2 of Regulation 181/2011 on rights of passengers in bus and coach transport.***

Or. en

## **Amendment 68** **Janusz Zemke**

### **Proposal for a regulation** **Recital 6**

#### *Text proposed by the Commission*

(6) Urban, suburban and regional rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services ***which are not cross-border services within the Union from certain provisions on passengers' rights.***

#### *Amendment*

(6) Urban, suburban and regional rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services, ***since less sustainable road services competing with rail enjoy similar derogations under Article 2 of Regulation 181/2011 on rights of passengers in bus and coach transport, namely for services under 250 km.***

Or. en

#### *Justification*

*These services have the same characteristics, regardless of whether they cross a border or not. The Commission proposal to lift exemptions to this market segment when it is cross-border is unreasonable and would put the financial equilibrium of these services at risk. Furthermore, these services directly compete with coach and buses which are currently exempted to apply their sector-specific passengers' rights for distances below 250 km.*

## **Amendment 69**

**Georges Bach**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

(6) Urban, suburban and regional rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services ***which are not cross-border services within the Union from certain provisions on passengers' rights.***

*Amendment*

(6) Urban, suburban and regional rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services.

Or. en

**Amendment 70**

**Elżbieta Katarzyna Łukacijewska, Róza Gräfin von Thun und Hohenstein, Marek Plura**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

(6) Urban, suburban and regional rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services ***which are not cross-border services within the Union*** from certain provisions on passengers' rights.

*Amendment*

(6) Urban, suburban and regional rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services from certain provisions on passengers' rights.

Or. en

*Justification*

*Some railway connections are in their character regional, although they involve crossing borders between Member States. With distances between some European capitals amounting to no more than 70 km (for example the distance between Bratislava and Vienna), applying stricter rules to regional connections, only on the premises that the train crosses the border, will make such services unprofitable.*

**Amendment 71**  
**Olga Sehnalová**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

(6) Urban, suburban **and regional** rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban **and regional** rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.

*Amendment*

(6) Urban **and** suburban rail passenger services are different in character from **regional or** long-distance services. Member States should therefore be allowed to exempt urban **and** suburban rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.

Or. en

**Amendment 72**  
**Mark Demesmaecker, Anneleen Van Bossuyt**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

(6) Urban, **suburban** and **regional** rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, **suburban** and **regional** rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.

*Amendment*

(6) Urban and **suburban** rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban and **suburban** rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.

Or. nl

*Justification*

*Urban, suburban and regional rail movements account for more than 90% of train journeys in the EU. Simply excluding this category from the scope of the regulation would undermine the objective of the revision. It is therefore proposed that regional passenger services - services the main aim of which is to meet the transport requirements of regions, including cross-border regions - be fully incorporated into the regulation's scope.*

#### **Amendment 73**

**Christine Revault d'Allonnes Bonnefoy**

#### **Proposal for a regulation**

##### **Recital 6**

*Text proposed by the Commission*

(6) Urban, **suburban and regional** rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.

*Amendment*

(6) Urban rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban and regional rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.

Or. en

#### **Amendment 74**

**Michael Cramer, Karima Delli**

#### **Proposal for a regulation**

##### **Recital 6**

*Text proposed by the Commission*

(6) Urban, suburban **and regional** rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban **and regional** rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.

*Amendment*

(6) Urban **and** suburban rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban **and** suburban rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.

Or. en

#### **Amendment 75**

**Renaud Muselier**

#### **Proposal for a regulation**

## Recital 6

*Text proposed by the Commission*

(6) Urban, suburban **and regional** rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban, suburban **and regional** rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.

*Amendment*

(6) Urban **and** suburban rail passenger services are different in character from long-distance services. Member States should therefore be allowed to exempt urban **and** suburban rail passenger services which are not cross-border services within the Union from certain provisions on passengers' rights.

Or. fr

*Justification*

*A distinction should be drawn between regional rail services and other domestic rail passenger transport services.*

## Amendment 76 Renaud Muselier

### Proposal for a regulation Recital 6 a (new)

*Text proposed by the Commission*

*Amendment*

***(6a) Given that regional rail passenger services are to be opened up to competition by December 2019 at the latest, a distinction needs to be drawn between them and non-cross-border urban and suburban rail passenger services. In this respect, in order to ensure fair competition between the railway undertakings that will be part of the new regional markets, and to ensure that all passengers enjoy the same rights, there is a need for this Regulation to apply in full to regional rail passenger services.***

Or. fr

### *Justification*

*The opening-up of regional rail passenger transport services to competition justifies the application of the regulation to those services, so as to ensure that all passengers enjoy the same rights and that there is fair competition among rail companies. This amendment is needed in order to clarify the provisions referred to in recital 6 concerning the exemption of non-cross-border urban, suburban and regional rail services from the obligations laid down in the regulation.*

#### **Amendment 77**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Francisco Assis, John Howarth, Peter Kouroumbashev, Sergio Gaetano Cofferati**

#### **Proposal for a regulation**

##### **Recital 7**

*Text proposed by the Commission*

*Amendment*

(7) *It is an aim of this Regulation to improve rail passenger services within the Union . Therefore, Member States should be able to grant exemptions for services in regions where a significant part of the service is operated outside the Union, provided that an adequate level of passenger rights is ensured on the part of such services provided on those Member States' territory, in accordance with their national law .* **deleted**

Or. en

### *Justification*

*In keeping with the desire to cover passengers for the full length of journey it makes sense not to grant an exemption for routes with elements outside the EU as this will result in passengers not being covered for the full route. This is inextricably linked to many other amendments, including those to Article 2 and all substantive provisions relating to passenger rights coverage for the full duration of the journey.*

#### **Amendment 78**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, Kostadinka Kuneva, John Howarth, Francisco Assis, Peter Kouroumbashev, Sergio Gaetano Cofferati**

#### **Proposal for a regulation**

## Recital 8

*Text proposed by the Commission*

*Amendment*

**(8) However, the exemptions should not apply to the provisions of this Regulation that facilitate the use of rail services by persons with disabilities or persons with reduced mobility. Furthermore, exemptions should not apply to the rights of those wishing to purchase tickets for travel by rail to do so without undue difficulty, to the provisions on railway undertakings' liability in respect of passengers and their luggage, to the requirement that railway undertakings be adequately insured, and to the requirement that they take adequate measures to ensure passengers' personal security in railway stations and on trains and to manage risk.**

**deleted**

Or. en

## Amendment 79

Marie-Christine Arnautu

### Proposal for a regulation

#### Recital 8

*Text proposed by the Commission*

*Amendment*

(8) However, the exemptions should not apply to the provisions of this Regulation that facilitate the use of rail services by persons with disabilities or persons with reduced mobility. Furthermore, exemptions should not apply to the rights of those wishing to purchase tickets for travel by rail to do so without undue difficulty, to the provisions on railway undertakings' liability in respect of passengers and their luggage, to the requirement that railway undertakings be adequately insured, **and** to the requirement that **they** take adequate measures to ensure

(8) However, the exemptions should not apply to the provisions of this Regulation that facilitate the use of rail services by persons with disabilities or persons with reduced mobility. Furthermore, exemptions should not apply to the rights of those wishing to purchase tickets for travel by rail to do so without undue difficulty, to the provisions on railway undertakings' liability in respect of passengers and their luggage, **or** to the requirement that railway undertakings be adequately insured. **Similarly, exemptions should not apply** to the requirement that

passengers' personal security in railway stations and on trains and to manage risk.

*those undertakings* take adequate measures to ensure passengers' personal security in railway stations and on trains, *to prevent criminal and other offences and anti-social behaviour that disturbs passengers*, and to manage risk.

Or. fr

**Amendment 80**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Recital 9**

*Text proposed by the Commission*

(9) Users' rights to rail services include the receipt of information regarding *the* service both before and during the journey. Whenever possible, railway undertakings *and* ticket vendors should provide this information in advance and as soon as possible. That information should be provided in accessible formats for persons with disabilities or persons with reduced mobility.

*Amendment*

(9) Users' rights to rail services include the receipt of information regarding service *and all available optimal single rail journey options* both before, and during *and after* the journey. Whenever possible, *all ticket vendors, both those that belong to railway undertakings as well independent third party* ticket vendors, should provide this information in advance and as soon as possible, *using data provided by railway undertakings and infrastructure companies*. That information should be provided in accessible formats for persons with disabilities or persons with reduced mobility. *Railway undertakings should enable ticket vendors to provide passengers with all relevant information.*

Or. en

*Justification*

*Passengers should receive access to the same key rail data whatever ticket vendors he or she turns to, regardless offline or online, regardless whether these are a subsidiary of or department within a railway undertaking or an independent, third party organisation. Ticket vendors can only provide the information requested if railway undertakings have disclosed it to them. This amendment is inextricably linked to the revision proposed by the Commission Article 9 (Travel information).*

## Amendment 81

Lucy Anderson, Rory Palmer, Theresa Griffin, Karoline Graswander-Hainz, Olga Sehnalová, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Virginie Rozière, Róza Gräfin von Thun und Hohenstein, Marc Tarabella

### Proposal for a regulation

#### Recital 9

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

(9) Users' rights to rail services include the receipt of information regarding ***the service*** both before and during the journey. ***Whenever possible, railway undertakings and ticket vendors should provide this information in advance and as soon as possible.*** That information should be provided in accessible formats for persons with disabilities or persons with reduced mobility.

##### *Amendment*

(9) Users' rights to rail services include the receipt of information regarding ***those services and related matters*** both before and during the journey. That information should be provided in accessible formats for persons with disabilities or persons with reduced mobility.

Or. en

##### *Justification*

*Additional information may obviously be required that does not immediately pertain to the service itself but rather to a country's overall rail network in the event of widespread transport disruption. This is a pressing reason relating to the internal logic of the text.*

## Amendment 82

Tania González Peñas

### Proposal for a regulation

#### Recital 9

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

(9) Users' rights to rail services include the receipt of information regarding the service both before and during the journey. Whenever possible, railway undertakings and ticket vendors should provide this information in advance and as soon as possible. That information should be provided in accessible formats for persons

##### *Amendment*

(9) Users' rights to rail services include the receipt of information regarding the service both before and during the journey. Whenever possible, railway undertakings and ticket vendors should provide this information in advance and as soon as possible. That information should be provided, ***in any case, at least at the start***

with disabilities or persons with reduced mobility.

*of the journey and* in accessible formats for persons with disabilities or persons with reduced mobility.

Or. es

**Amendment 83**  
**Georg Mayer**

**Proposal for a regulation**  
**Recital 9**

*Text proposed by the Commission*

(9) Users' rights to rail services include the receipt of information regarding the service both before and during the journey. Whenever possible, railway undertakings and ticket vendors should provide this information in advance and as soon as possible. That information should be provided in accessible formats for persons with disabilities *or* persons with reduced mobility.

*Amendment*

(9) Users' rights to rail services include the receipt of information regarding the service both before and during the journey. Whenever possible, railway undertakings and ticket vendors should provide this information in advance and as soon as possible. That information should be provided in accessible formats for persons with disabilities, persons with reduced mobility, *and persons travelling with an infant and a pram or pushchair.*

Or. de

**Amendment 84**  
**Dieter-Lebrecht Koch**

**Proposal for a regulation**  
**Recital 9**

*Text proposed by the Commission*

(9) Users' rights to rail services include the receipt of information regarding the service both before and during the journey. Whenever possible, railway undertakings *and ticket vendors* should provide this information in advance and as soon as possible. That information should be provided in accessible formats for persons

*Amendment*

(9) Users' rights to rail services include the receipt of *real-time* information regarding the service both before and during the journey. Whenever possible, railway undertakings should provide this information in advance and as soon as possible. That information should be provided in accessible formats for persons

with disabilities or persons with reduced mobility.

with disabilities or persons with reduced mobility.

Or. de

*Justification*

*Ticket vendors should supply travel information at the time of booking, whereas carriers proper should be responsible for informing passengers about services before and during the journey.*

**Amendment 85**

**Jens Rohde, Matthijs van Miltenburg, Pavel Telička, Lucy Anderson**

**Proposal for a regulation**

**Recital 9**

*Text proposed by the Commission*

(9) Users' rights to rail services include the receipt of information regarding the service both before **and** during the journey. **Whenever possible**, railway undertakings and ticket vendors should provide this information in advance and as soon as possible. That information should be provided in accessible formats for persons with disabilities or persons with reduced mobility.

*Amendment*

(9) Users' rights to rail services include the receipt of information regarding the service both before, during **and after** the journey. Railway undertakings and ticket vendors should provide this information in advance and as soon as possible. That information should be provided in accessible formats for persons with disabilities or persons with reduced mobility.

Or. en

*Justification*

*Passenger rights should not stop at the arrival of a journey, especially in case of delay or cancellation where, for instance, assistance is required. Moreover, in the spirit of new additions in Article 16 on Reimbursement and re-routing and Article 28 on Complaint, when the passenger, for instance, is given 6 months to submit a complaint, the passenger may need to be provided information also after a journey.*

**Amendment 86**

**Michael Cramer, Karima Delli, Keith Taylor, Julia Reda**

**Proposal for a regulation**

**Recital 9**

*Text proposed by the Commission*

(9) Users' rights to rail services include the receipt of information regarding the service both before and during the journey. ***Whenever possible***, railway undertakings and ticket vendors should provide this information in advance and as soon as possible. That information should be provided in accessible formats for persons with disabilities or persons with reduced mobility.

*Amendment*

(9) Users' rights to rail services include the receipt of information regarding the service both before and during the journey. Railway undertakings and ticket vendors should provide this information in advance and as soon as possible. That information should be provided in accessible formats for persons with disabilities or persons with reduced mobility.

Or. en

**Amendment 87**

**Elżbieta Katarzyna Łukacijewska, Róża Gräfin von Thun und Hohenstein, Marek Plura**

**Proposal for a regulation**

**Recital 9 a (new)**

*Text proposed by the Commission*

*Amendment*

***(9a) Access to all real-time operational data and tariffs on non-discriminatory and viable terms makes rail travel more accessible to new customers and provides them with a wider range of journey possibilities and tariffs to choose from. Railway undertakings shall provide ticket vendors with their operational and tariff data in order to facilitate rail travel. Efforts should be made to allow passengers to book through-tickets and optimal single rail journeys.***

Or. en

*Justification*

*Access to real-time data and tariffs will allow passenger to make an informed choice and thus, it is key to enabling transparency of the railway network services. This new recital is inextricably linked to Article 4(10), which is part of the recast.*

**Amendment 88**  
**Mark Demesmaeker, Anneleen Van Bossuyt**

**Proposal for a regulation**  
**Recital 9 a (new)**

*Text proposed by the Commission*

*Amendment*

**(9a) Intensive multimodal passenger transport will help achieve climate goals. Railway undertakings should also therefore advertise combinations with other modes of transport so that rail users are aware of them before making their travel reservations.**

Or. xm

*Justification*

*This amendment is inextricably linked to Article 9 and Article 14.*

**Amendment 89**  
**Elissavet Vozemberg-Vrionidi**

**Proposal for a regulation**  
**Recital 11 a (new)**

*Text proposed by the Commission*

*Amendment*

**(11a) If there is no dedicated ticket sale facility available at the station, persons with disabilities and persons with reduced mobility may need to purchase a ticket when embarking on the train. This should occur at no extra cost and the railway undertaking's staff should not require any 'proof of disability'.**

Or. el

*Justification*

*Many disabilities are, of course, not evident and many persons with special needs often suffer discrimination, because others do not believe that they have a disability. It would be better if passengers with disabilities were not required to produce proof of disability.*

**Amendment 90**  
**Marie-Christine Arnautu**

**Proposal for a regulation**  
**Recital 12**

*Text proposed by the Commission*

(12) In the context of the sale of tickets for the transport of passengers, Member States should take all necessary measures to prohibit discrimination on the basis of nationality or residence, regardless whether the passenger concerned is present, permanently or on a temporary basis, in another Member State. Those measures should cover all covert forms of discrimination which, by the application of other criteria, such as residence, physical or digital location, may have the same effect. In light of the development of online platforms selling passenger transport tickets, Member States should pay special attention to ensuring that no discrimination occurs during the process of accessing online interfaces or purchasing tickets. However, transport schemes involving social tariffs should not be automatically precluded, provided that they are proportionate and ***independent of the nationality of the persons concerned.***

*Amendment*

(12) In the context of the sale of tickets for the transport of passengers, Member States should take all necessary measures to prohibit discrimination on the basis of nationality or residence, regardless ***of*** whether the passenger concerned is present, permanently or on a temporary basis, in another Member State, ***unless the passenger concerned is in an irregular situation or is banned from travelling freely on the grounds of the need to protect public order.*** Those measures should cover all covert forms of discrimination which, by the application of other criteria, such as residence, physical or digital location, may have the same effect. In light of the development of online platforms selling passenger transport tickets, Member States should pay special attention to ensuring that no discrimination occurs during the process of accessing online interfaces or purchasing tickets. However, transport schemes involving social tariffs should not be automatically precluded, provided that they are proportionate and ***do not apply to illegal foreigners in line with the national legislation in force.***

Or. fr

*Justification*

*The EU regulation must not prevent the relevant national authorities from taking steps to restrict the freedom of movement of people in an irregular situation or people who pose a proven risk to public order. It is also important that it is possible, at the Member States' discretion, for access to preferential tariffs to apply in line with national criteria. Lastly,*

*illegal immigrants, who by definition do not abide by the law, are excluded from such provisions.*

#### **Amendment 91**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Merja Kyllönen, Virginie Rozière, Róza Gräfin von Thun und Hohenstein**

#### **Proposal for a regulation**

##### **Recital 12**

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

(12) In the context of the sale of tickets for the transport of passengers, Member States should take all necessary measures to prohibit discrimination on the basis of nationality or residence, regardless whether the passenger concerned is present, permanently or on a temporary basis, in another Member State. Those measures should cover all covert forms of discrimination which, by the application of other criteria, such as residence, physical or digital location, may have the same effect. In light of the development of online platforms selling passenger transport tickets, Member States should pay special attention to ensuring that no discrimination occurs during the process of accessing online interfaces or purchasing tickets. However, transport schemes involving social tariffs should not be ***automatically*** precluded, provided that they are ***proportionate and*** independent of the nationality of the persons concerned.

###### *Amendment*

(12) In the context of the sale of tickets for the transport of passengers, Member States should take all necessary measures to prohibit discrimination on the basis of nationality or residence, regardless whether the passenger concerned is present, permanently or on a temporary basis, in another Member State. Those measures should cover all covert forms of discrimination which, by the application of other criteria, such as residence, physical or digital location, may have the same effect. In light of the development of online platforms selling passenger transport tickets, Member States should pay special attention to ensuring that no discrimination occurs during the process of accessing online interfaces or purchasing tickets. However, transport schemes involving social tariffs should not be precluded, provided that they are independent of the nationality of the persons concerned.

Or. en

#### **Amendment 92**

**Michael Cramer, Karima Delli, Julia Reda**

#### **Proposal for a regulation**

##### **Recital 13**

*Text proposed by the Commission*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys *as much as possible*, in particular by *allowing* the carriage of bicycles on board trains.

*Amendment*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys. In particular by ***providing mandatory bicycle stands for*** the carriage of ***assembled*** bicycles on board ***all kinds of passenger trains, including high-speed, long-distance and cross-border*** trains.

Or. en

**Amendment 93**  
**Renaud Muselier**

**Proposal for a regulation**  
**Recital 13**

*Text proposed by the Commission*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys as much as possible, in particular by allowing the carriage of bicycles on board trains.

*Amendment*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys as much as possible, in particular by allowing the carriage of bicycles ***in areas intended for that purpose*** on board ***all types of*** trains, ***including high-speed, long-distance, cross-border and local services. By 2024, all new railway rolling stock should at least have one area in which to carry bicycles.***

Or. fr

### *Justification*

*This regulation should seek to bring about a shift towards more environmentally friendly modes of transport, with a view to meeting the EU's environmental objectives. There is therefore a need to move up a gear when it comes to the integration of bikes in Europe's rail system.*

#### **Amendment 94**

**Jens Rohde, Matthijs van Miltenburg, Pavel Telička**

#### **Proposal for a regulation**

##### **Recital 13**

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

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys as much as possible, in particular by allowing the carriage of bicycles on board trains.

###### *Amendment*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys as much as possible, in particular by allowing the carriage of bicycles on board trains. ***The carriage of bicycles may be refused on the ground of safety and good functioning of rail operation services.***

Or. en

### *Justification*

*Allowing the carriage of bicycles should not interfere with the safety and the smooth functioning of rail services.*

#### **Amendment 95**

**Lucy Anderson, Rory Palmer, Theresa Griffin, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Merja Kyllönen, Virginie Rozière, Róza Gräfin von Thun und Hohenstein, Marc Tarabella, Julia Reda**

#### **Proposal for a regulation**

##### **Recital 13**

*Text proposed by the Commission*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys as much as possible, in particular by allowing the carriage of bicycles on board trains.

*Amendment*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys as much as possible, in particular by allowing ***and providing adequate capacity for*** the carriage of bicycles on board ***all types of*** trains, ***including on long-distance services and cross-border journeys.***

Or. en

**Amendment 96**

**Tomasz Piotr Poręba, Kosma Złotowski**

**Proposal for a regulation**

**Recital 13**

*Text proposed by the Commission*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys ***as much as possible, in particular by allowing the carriage of bicycles on board trains.***

*Amendment*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys ***where possible, and in accordance with operational and safety requirements.***

Or. en

**Amendment 97**

**Georges Bach**

**Proposal for a regulation**  
**Recital 13**

*Text proposed by the Commission*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys as much as possible, in particular by **allowing** the carriage of bicycles on board trains.

*Amendment*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys as much as possible, in particular by **providing adequate capacity for** the carriage of bicycles on board trains.

Or. en

**Amendment 98**  
**Tania González Peñas**

**Proposal for a regulation**  
**Recital 13**

*Text proposed by the Commission*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys **as much as possible, in particular** by allowing the carriage of bicycles on board trains.

*Amendment*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys by allowing the carriage of bicycles on board trains **and providing the information and space to make it possible to do so.**

Or. es

**Amendment 99**  
**István Ujhelyi, Merja Kyllönen, Inés Ayala Sender**

**Proposal for a regulation**  
**Recital 13**

*Text proposed by the Commission*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys *as much as possible*, in particular by allowing the carriage of bicycles on board trains.

*Amendment*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys, in particular by ***providing adequate capacity for*** allowing the carriage of bicycles on board trains.

Or. en

**Amendment 100**  
**Janusz Zemke**

**Proposal for a regulation**  
**Recital 13**

*Text proposed by the Commission*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys *as much as possible*, ***in particular by allowing the carriage of bicycles on board trains.***

*Amendment*

(13) The increasing popularity of cycling across the Union has implications for overall mobility and tourism. An increase in the use of both railways and cycling in the modal split reduces the environmental impact of transport. Therefore, railway undertakings should facilitate the combination of cycling and train journeys ***where possible, and in accordance with operational and safety requirements.***

Or. en

*Justification*

*It is important that rail undertakings have the option to refuse or restrict the carriage of bicycles for safety and operational reasons.*

## Amendment 101

Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička, Gesine Meissner

### Proposal for a regulation

#### Recital 14

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

(14) Railway undertakings should facilitate the transfer of rail passengers from one operator to another by the provision of **through-tickets**, whenever **possible**.

##### *Amendment*

(14) Railway undertakings should facilitate the transfer of rail passengers from one operator to another by the provision of **through-tickets**. ***In particular, through-tickets should be considered whenever, according to the time schedules, known at the time of the purchase of the ticket, there is time for the passenger to transfer between one service to another.***

Or. en

##### *Justification*

*The rights of a passenger should not stop when changing from one train to another. Whenever there is time for a passenger to transfer between one rail service to another, the passenger should be considered in possession of a through-ticket. This goes in line with the Commission proposal in Article 10 (1) where the Commission calls on railway undertakings and ticket vendors to make all possible efforts to offer through-ticket, including when a passenger has a connection, even with more than one railway undertaking, within a single journey.*

## Amendment 102

Claudia Schmidt

### Proposal for a regulation

#### Recital 14

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

(14) Railway undertakings should facilitate the transfer of rail passengers from one operator to another by the provision of **through-tickets**, **whenever possible**.

##### *Amendment*

(14) Railway undertakings should **provide data to** facilitate the transfer of rail passengers from one operator to another by the provision of **data that will enable ticket vendors to show and sell optimal single**

*rail journeys.*

Or. en

*Justification*

*Digitalisation already enables successive railway services operated by one or more railway undertakings to be easily put together to provide the most optimal (e.g. cheapest or fastest) single journey between any two rail stations, regardless whether there is one ticket or separate successive tickets for that journey. This amendment is inextricably linked to the revision proposed by the Commission Article 9 (Travel information).*

**Amendment 103**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Biljana Borzan, Olga Sehnalová, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Virginie Rozière, Merja Kyllönen, Marc Tarabella**

**Proposal for a regulation**

**Recital 14**

*Text proposed by the Commission*

(14) Railway undertakings should facilitate the transfer of rail passengers from one operator to another by the provision of through-tickets, *whenever possible*.

*Amendment*

(14) Railway undertakings should facilitate the transfer of rail passengers from one operator to another by the provision of through-tickets. *In this respect, they should also cooperate with ticket vendors providing combined journeys.*

Or. en

*Justification*

*The impact assessment confirmed the limited availability of through-tickets and the text has been altered by the Commission to reflect this. This amendment is inextricably linked to the provisions of Chapter II. Through tickets afford the most straightforward solution to the issues faced by passengers when completing a journey via multiple operators as they would then be covered under a single contract for the duration of their journey. By cooperating with vendors, undertakings can provide passengers with the most accurate information about combined journey options.*

**Amendment 104**

**Renaud Muselier**

**Proposal for a regulation**  
**Recital 14**

*Text proposed by the Commission*

(14) Railway undertakings should facilitate the transfer of rail passengers from one operator to another by the provision of through-tickets, ***whenever possible***.

*Amendment*

(14) Railway undertakings should facilitate the transfer of rail passengers from one operator to another by the provision of through-tickets.

Or. fr

*Justification*

*This regulation should encourage the sale of direct tickets in order to guarantee a high level of protection for European passengers. This amendment is necessary as it clarifies the changes the Commission proposes to Article 10(1) of the regulation.*

**Amendment 105**  
**Dieter-Lebrecht Koch**

**Proposal for a regulation**  
**Recital 14**

*Text proposed by the Commission*

(14) Railway undertakings should facilitate the transfer of rail passengers from one operator to another by the provision of through-tickets, ***whenever possible***.

*Amendment*

(14) Railway undertakings should facilitate the transfer of rail passengers from one operator to another by the provision of through-tickets.

Or. de

*Justification*

*Given that Article 10(1), relating to through-tickets, is being altered, the corresponding recital needs to be amended accordingly. Through-tickets should be the rule and not an exception.*

**Amendment 106**  
**Mark Demesmaecker, Helga Stevens**

**Proposal for a regulation**

## Recital 15

### *Text proposed by the Commission*

(15) In the light of the United Nations Convention on the Rights of Persons with Disabilities and in order to give persons with disabilities and persons with reduced mobility opportunities for rail travel comparable to those of other citizens, rules for non-discrimination and assistance during their journey should be established. Persons with disabilities and persons with reduced mobility, whether caused by disability, age or any other factor, have the same right as all other citizens to free movement and to non-discrimination. Inter alia, special attention should be given to the provision of information to persons with disabilities and persons with reduced mobility concerning the accessibility of rail services, access conditions of rolling stock and the facilities on board. In order to provide passengers with sensory impairment with the best information on delays, visual and audible systems should be used, as appropriate. Persons with disabilities and persons with reduced mobility ***should be enabled to buy*** tickets on board ***a train without extra charges***. Staff should be adequately trained to respond to the needs of persons with disabilities and persons with reduced mobility, notably when providing assistance. To ensure equal travel conditions, such persons should be provided with assistance at stations and on board at all times when trains operate and not only at certain times of the day.

### *Amendment*

(15) In the light of the United Nations Convention on the Rights of Persons with Disabilities and in order to give persons with disabilities and persons with reduced mobility opportunities for rail travel comparable to those of other citizens, rules for non-discrimination and assistance during their journey should be established. Persons with disabilities and persons with reduced mobility, whether caused by disability, age or any other factor, have the same right as all other citizens to free movement and to non-discrimination. Inter alia, special attention should be given to the provision of information to persons with disabilities and persons with reduced mobility concerning the accessibility of rail services, access conditions of rolling stock and the facilities on board. In order to provide passengers with sensory impairment with the best information on delays, visual and audible systems should be used, as appropriate. ***If the sales office is closed and if no accessible ticket vending facilities are available at the station, persons with disabilities and persons with reduced mobility are allowed to purchase*** tickets on board ***the*** train. ***They should not be additionally charged for this. Staff should be adequately trained to respond to the needs of persons with disabilities and persons with reduced mobility, notably when providing assistance. To ensure equal travel conditions, such persons should be provided with assistance at stations and on board at all times when trains operate and not only at certain times of the day.***

Or. en

### *Justification*

*The consideration is needed to clarify article 10.*

## Amendment 107

Tania González Peñas

### Proposal for a regulation

#### Recital 15

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

(15) In the light of the United Nations Convention on the Rights of Persons with Disabilities and in order to give persons with disabilities and persons with reduced mobility opportunities for rail travel comparable to those of other citizens, rules for non-discrimination and assistance during their journey should be established. Persons with disabilities and persons with reduced mobility, whether caused by disability, age or any other factor, have the same right as all other citizens to free movement and to non-discrimination. Inter alia, special attention should be given to the provision of information to persons with disabilities and persons with reduced mobility concerning the accessibility of rail services, access conditions of rolling stock and the facilities on board. ***In order to provide passengers with sensory impairment with the best information*** on delays, visual and audible systems ***should be used, as appropriate***. Persons with disabilities and persons with reduced mobility should be enabled to buy tickets on board a train without extra charges. Staff should be adequately trained to respond to the needs of persons with disabilities and persons with reduced mobility, notably when providing assistance. To ensure equal travel conditions, such persons should be provided with assistance at stations and on board at all times when trains operate and not only at certain times of the day.

##### *Amendment*

(15) In the light of the United Nations Convention on the Rights of Persons with Disabilities and in order to give persons with disabilities and persons with reduced mobility opportunities for rail travel comparable to those of other citizens, rules for non-discrimination and assistance during their journey should be established. Persons with disabilities and persons with reduced mobility, whether caused by disability, age or any other factor, have the same right as all other citizens to free movement and to non-discrimination. Inter alia, special attention should be given to the provision of information to persons with disabilities and persons with reduced mobility concerning the accessibility of rail services, access conditions of rolling stock and the facilities on board, ***and also on delays or changes to departure and arrival times, by means of visual and audible systems in the reading or hearing language and which are easy to understand, including, as an information channel, mobile applications***. Persons with disabilities and persons with reduced mobility should be enabled to buy tickets on board a train without extra charges. Staff should be adequately trained to respond to the needs of persons with disabilities and persons with reduced mobility, notably when providing assistance. To ensure equal travel conditions, such persons should be provided with assistance at stations and on board at all times when trains operate and not only at certain times of the day.

### *Justification*

*The Convention provides for the incorporation of any instrument which helps to achieve its objectives. In this context, promoting cognitive accessibility plays a key role. If people gain easy access to all relevant information, they will be able to make their own decisions and reduce their dependence on assistance. This is particularly useful for groups such as persons with intellectual disabilities, language difficulties or low levels of literacy. We understand that it is essential to promote the use of scientific advances and information technologies in this field, particularly given the high level of access to mobile internet technologies in the EU, which has doubled in the last decade and will account for around 75% of total access to the internet in 2019.*

### **Amendment 108** **Renaud Muselier**

#### **Proposal for a regulation** **Recital 15**

#### *Text proposed by the Commission*

(15) In the light of the United Nations Convention on the Rights of Persons with Disabilities and in order to give persons with disabilities and persons with reduced mobility opportunities for rail travel comparable to those of other citizens, rules for non-discrimination and assistance during their journey should be established. Persons with disabilities and persons with reduced mobility, whether caused by disability, age or any other factor, have the same right as all other citizens to free movement and to non-discrimination. Inter alia, special attention should be given to the provision of information to persons with disabilities and persons with reduced mobility concerning the accessibility of rail services, access conditions of rolling stock and the facilities on board. In order to provide passengers with sensory impairment with the best information on delays, visual and audible systems should be used, as appropriate. ***Persons with disabilities and persons with reduced mobility*** should be enabled to buy

#### *Amendment*

(15) In the light of the United Nations Convention on the Rights of Persons with Disabilities and in order to give persons with disabilities and persons with reduced mobility opportunities for rail travel comparable to those of other citizens, rules for non-discrimination and assistance during their journey should be established. Persons with disabilities and persons with reduced mobility, whether caused by disability, age or any other factor, have the same right as all other citizens to free movement and to non-discrimination. Inter alia, special attention should be given to the provision of information to persons with disabilities and persons with reduced mobility concerning the accessibility of rail services, access conditions of rolling stock and the facilities on board. In order to provide passengers with sensory impairment with the best information on delays, visual and audible systems should be used, as appropriate. ***Passengers*** should be enabled to buy tickets on board a train without extra

tickets on board a train without extra charges. Staff should be adequately trained to respond to the needs of persons with disabilities and persons with reduced mobility, notably when providing assistance. To ensure equal travel conditions, such persons should be provided with assistance at stations and on board **at all times when trains operate** and not only at certain times of the day.

charges **when there is no other way of buying tickets in advance**. Staff should be adequately trained to respond to the needs of persons with disabilities and persons with reduced mobility, notably when providing assistance. To ensure equal travel conditions, such persons should be provided with **free** assistance at stations and on board **trains during the operating hours of rail services**, and not only at certain times of the day.

Or. fr

#### *Justification*

*Disabled people and people with reduced mobility should enjoy the same rights as all other passengers on the European rail network. This regulation should therefore ensure that the rail network is accessible for them. This amendment is needed in order to ensure that the changes to Chapter V are consistent.*

#### **Amendment 109**

**Ádám Kósa, Andor Deli**

#### **Proposal for a regulation**

##### **Recital 15**

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

(15) In the light of the United Nations Convention on the Rights of Persons with Disabilities and in order to give persons with disabilities and persons with reduced mobility opportunities for rail travel comparable to those of other citizens, rules for non-discrimination and assistance during their journey should be established. Persons with disabilities and persons with reduced mobility, whether caused by disability, age or any other factor, have the same right as all other citizens to free movement and to non-discrimination. Inter alia, special attention should be given to the provision of information to persons with disabilities and persons with reduced mobility concerning the

##### *Amendment*

(15) In the light of the United Nations Convention on the Rights of Persons with Disabilities and in order to give persons with disabilities and persons with reduced mobility opportunities for rail travel comparable to those of other citizens, rules for non-discrimination and assistance during their journey should be established. Persons with disabilities and persons with reduced mobility, whether caused by disability, age or any other factor, have the same right as all other citizens to free movement and to non-discrimination. Inter alia, special attention should be given to the provision of **accessible** information to persons with disabilities and persons with reduced mobility concerning the

accessibility of rail services, access conditions of rolling stock and the facilities on board. In order to provide passengers with sensory impairment with the best information on delays, visual and audible systems should be used, *as* appropriate. Persons with disabilities and persons with reduced mobility should be enabled to buy tickets on board a train without extra charges. Staff should be adequately trained to respond to the needs of persons with disabilities and persons with reduced mobility, notably when providing assistance. To ensure equal travel conditions, such persons should be provided with assistance at stations and on board at all times when trains operate and not only at certain times of the day.

accessibility of rail services, access conditions of rolling stock and the facilities on board. In order to provide passengers with sensory impairment with the best information on delays, visual and audible systems should be used *which are* appropriate *and comprehensible to those passengers*. Persons with disabilities and persons with reduced mobility should be enabled to buy tickets on board a train without extra charges. Staff should be adequately trained to respond to the needs of persons with disabilities and persons with reduced mobility, notably when providing assistance. To ensure equal travel conditions, such persons should be provided with assistance at stations and on board at all times when trains operate and not only at certain times of the day.

Or. hu

**Amendment 110**  
**Markus Ferber**

**Proposal for a regulation**  
**Recital 15**

*Text proposed by the Commission*

(15) In the light of the United Nations Convention on the Rights of Persons with Disabilities and in order to give persons with disabilities and persons with reduced mobility opportunities for rail travel comparable to those of other citizens, rules for non-discrimination and assistance during their journey should be established. Persons with disabilities and persons with reduced mobility, whether caused by disability, age or any other factor, have the same right as all other citizens to free movement and to non-discrimination. Inter alia, special attention should be given to the provision of information to persons with disabilities and persons with

*Amendment*

(15) In the light of the United Nations Convention on the Rights of Persons with Disabilities and in order to give persons with disabilities and persons with reduced mobility opportunities for rail travel comparable to those of other citizens, rules for non-discrimination and assistance during their journey should be established. Persons with disabilities and persons with reduced mobility, whether caused by disability, age or any other factor, have the same right as all other citizens to free movement and to non-discrimination. Inter alia, special attention should be given to the provision of information to persons with disabilities and persons with

reduced mobility concerning the accessibility of rail services, access conditions of rolling stock and the facilities on board. In order to provide passengers with sensory impairment with the best information on delays, visual and audible systems should be used, as appropriate. Persons with disabilities and persons with reduced mobility should be enabled to buy tickets on board a train without extra charges. Staff should be adequately trained to respond to the needs of persons with disabilities and persons with reduced mobility, notably when providing assistance. To ensure equal travel conditions, such persons should be provided with assistance at stations and on board at all times when trains operate **and not only at certain times of the day**.

reduced mobility concerning the accessibility of rail services, access conditions of rolling stock and the facilities on board. In order to provide passengers with sensory impairment with the best information on delays, visual and audible systems should be used, as appropriate. Persons with disabilities and persons with reduced mobility should be enabled to buy tickets on board a train without extra charges. Staff should be adequately trained to respond to the needs of persons with disabilities and persons with reduced mobility, notably when providing assistance. To ensure equal travel conditions, such persons should, **where possible**, be provided with assistance at stations and on board at all times when trains operate.

Or. de

#### *Justification*

*Small regional stations in particular have neither the staff nor the equipment to offer assistance round the clock. For reasons of competitiveness, on-board staffing levels are increasingly being cut.*

#### **Amendment 111**

**Mark Demesmaeker, Helga Stevens, Jana Žitňanská, Peter van Dalen**

#### **Proposal for a regulation**

#### **Recital 15 a (new)**

*Text proposed by the Commission*

*Amendment*

***(15a) The cost of a phone call to book assistance should never exceed the regular local call rate because otherwise this is an additional cost for persons with disabilities, in line with point 5.4 of the Commission's Interpretative Guidelines.***

Or. en

### *Justification*

*This amendment is directly link to Recital 15, Article 22 and Article 24.*

#### **Amendment 112**

**Rosa Estaràs Ferragut, Luis de Grandes Pascual**

#### **Proposal for a regulation**

#### **Recital 15 a (new)**

*Text proposed by the Commission*

*Amendment*

***(15a) The cost of a phone call to book assistance should never exceed the regular local call rate because otherwise this is an additional cost for persons with disabilities, in line with point 5.4 of the Commission's Interpretative Guidelines.***

Or. en

### *Justification*

*This recital is needed to clarify provisions in article 22 and 24. As evidenced by the European Commission in their 2013 report on the implementation of the regulation, it is not unusual for transport providers to ask persons with disabilities to use a premium rate telephone booking helpline to book assistance and this can be a significant additional cost to passengers with disabilities. Booking assistance should be free.*

#### **Amendment 113**

**Francisco Assis, Lucy Anderson**

#### **Proposal for a regulation**

#### **Recital 15 a (new)**

*Text proposed by the Commission*

*Amendment*

***(15a) People with reduced mobility often face problems in the recognition of their condition outside their Member State of origin. Proof of incapacity for a person with reduced mobility should be recognised as valid for tariff purposes in all Member States.***

*Justification*

*This amendment is justified by the need to introduce, in Chapter V, the requirement that certificates of incapacity issued by any Member State need to be valid throughout the EU. This amendment is necessary as it is inextricably linked to the conditions of access and rights of disabled and reduced mobility users and other Commission changes to Article 20.*

**Amendment 114**  
**Dominique Riquet**

**Proposal for a regulation**  
**Recital 15 a (new)**

*Text proposed by the Commission*

*Amendment*

***(15a) People with sensory impairment should also be able to receive sufficient assistance so that they can board the right carriage and find their seat.***

Or. fr

*Justification*

*Too often, it is only people with mobility problems who are taken into account in the arrangements made by stations and rail companies. People with sensory impairment are therefore left to fend for themselves and have no choice but to rely on other passengers for help.*

**Amendment 115**  
**Francisco Assis, Lucy Anderson**

**Proposal for a regulation**  
**Recital 15 b (new)**

*Text proposed by the Commission*

*Amendment*

***(15b) The accessibility of persons with reduced mobility to rail transport must be progressively guaranteed on all types of trains. Even in the case of rail services which are already accessible, transport conditions must be significantly improved,***

*since the number of seats available for people with reduced mobility is often less than 1% of the total, which is clearly insufficient and restricts freedom of movement.*

Or. en

*Justification*

*This amendment is justified by the need to introduce, in Chapter V, a minimum percentage of places accessible to persons with reduced mobility. In trains already adapted for people with reduced mobility it is usual to check that they have only 1 or 2 accessible places. The EU should establish a minimum number of accessible seats by train. This amendment is necessary as it is inextricably linked to the conditions of access and rights of disabled and reduced mobility users and other Commission changes to Article 20.*

**Amendment 116**

**Rosa Estaràs Ferragut, Luis de Grandes Pascual**

**Proposal for a regulation**

**Recital 15 b (new)**

*Text proposed by the Commission*

*Amendment*

*(15b) If no accessible ticket vending facilities are available at the station, persons with disabilities and persons with reduced mobility may have to purchase tickets on board the train. This should be free of charge and no “proof of disability” shall be requested by the Railway Undertaking’s staff.*

Or. en

*Justification*

*This recital is needed to clarify article 10. It is a fact that many disabilities are invisible and many persons with disabilities are regularly discriminated against because others do not believe that they have a disability. Passengers with disabilities should not be asked by staff to prove that they have a disability under any circumstances*

**Amendment 117**

**Mark Demesmaeker, Helga Stevens, Jana Žitňanská, Peter van Dalen**

**Proposal for a regulation**  
**Recital 15 b (new)**

*Text proposed by the Commission*

*Amendment*

***(15b) Service animals need particular attention in the case of long delays, cancellations or other exceptional situations, including the need to drink, eat or be given a run during a delay or upon arrival after a long journey.***

Or. en

*Justification*

*This amendment is directly linked to Article 20.*

**Amendment 118**  
**Jana Žitňanská, Peter van Dalen**

**Proposal for a regulation**  
**Recital 15 c (new)**

*Text proposed by the Commission*

*Amendment*

***(15c) If the sales office is closed and if no accessible ticket vending facilities are available at the station, persons with disabilities and persons with reduced mobility may have to purchase tickets on board the train. They should not be additionally charged for this.***

Or. en

*Justification*

*This recital is needed to clarify article 10 and is relating to Am. 8 and thus is relating to the internal logic of the text.*

**Amendment 119**  
**Rosa Estaràs Ferragut, Luis de Grandes Pascual**

**Proposal for a regulation**  
**Recital 15 c (new)**

*Text proposed by the Commission*

*Amendment*

***(15c) Service animals need particular attention in the case of long delays, cancellations or other exceptional situations.***

Or. en

*Justification*

*This recital is needed to clarify Article 18. In order to provide assistance to their owners, service animals need to be catered for. Should delays occur, it is important to ensure that those needs continue to be met.*

**Amendment 120**  
**Renaud Muselier**

**Proposal for a regulation**  
**Recital 16**

*Text proposed by the Commission*

*Amendment*

(16) Railway undertakings and station managers should take into account the needs of persons with disabilities and persons with reduced mobility, through compliance with the **TSI** for persons with reduced mobility. In addition, in accordance with Union public procurement rules, in particular Directive 2014/24/EU of the European Parliament and of the Council<sup>5</sup>, all buildings and rolling stock should be made accessible through the progressive elimination of physical obstacles and functional hindrances when acquiring new material or carrying out construction or major renovation work.

(16) Railway undertakings and station managers should take into account the needs of persons with disabilities and persons with reduced mobility, through compliance with **Commission Regulation (EU) No 1300/2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities** and persons with reduced mobility. In addition, in accordance with Union public procurement rules, in particular Directive 2014/24/EU of the European Parliament and of the Council<sup>5</sup>, all buildings and rolling stock should be made accessible through the progressive elimination of physical obstacles and functional hindrances when acquiring new material or carrying out construction or major renovation work.

<sup>5</sup> Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and repealing Directive 2004/18/EC (OJ L 94, 28.3.2014, p. 65).

<sup>5</sup> Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and repealing Directive 2004/18/EC (OJ L 94, 28.3.2014, p. 65).

Or. fr

### *Justification*

*The regulation should also refer to Commission Regulation (EU) No 1300/2014, on which investment plans in the sector are now based, in order to meet the accessibility requirements for disabled people or people with reduced mobility, and this amendment seeks to make the necessary changes to the regulation under consideration.*

## **Amendment 121**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička, Lucy Anderson**

### **Proposal for a regulation**

#### **Recital 16**

#### *Text proposed by the Commission*

(16) Railway undertakings and station managers should take into account the needs of persons with disabilities and persons with reduced mobility, through compliance with the TSI for persons with reduced mobility. In addition, in accordance with Union public procurement rules, in particular Directive 2014/24/EU of the European Parliament and of the Council<sup>26</sup>, all buildings and rolling stock should be made accessible through the progressive elimination of physical obstacles and functional hindrances when acquiring new material or carrying out construction or major renovation work.

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<sup>26</sup> Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and repealing Directive 2004/18/EC (OJ L 94, 28.3.2014, p. 65).

#### *Amendment*

(16) Railway undertakings and station managers should take into account the needs of persons with disabilities and persons with reduced mobility, through compliance with the TSI for persons with reduced mobility **and the Directive XXX when complementing TSI** In addition, in accordance with Union public procurement rules, in particular Directive 2014/24/EU of the European Parliament and of the Council<sup>26</sup>, all buildings and rolling stock should be made accessible through the progressive elimination of physical obstacles and functional hindrances when acquiring new material or carrying out construction or major renovation work.

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<sup>26</sup> Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and repealing Directive 2004/18/EC (OJ L 94, 28.3.2014, p. 65).

*Justification*

*when the accessibility requirements are not covered by TSIs acts then Directive XXX should apply. Directive XXX is intended to complement existing sectorial Union legislation by covering aspects not yet covered by that legislation.*

**Amendment 122**

**Mark Demesmaecker, Anneleen Van Bossuyt**

**Proposal for a regulation****Recital 16 a (new)**

*Text proposed by the Commission*

*Amendment*

***(16a) The method of calculating delays differs from country to country. A European punctuality standard applicable in all Member States would allow passengers to compare operators and ensure that they know what rights they can exercise in which circumstances. Building on this revision, the Commission should therefore propose a methodology for calculating delays. That method of calculation would subsequently be applied in all Member States and by all operators.***

*Justification*

*In a liberalised European rail market, comparability of rail operators' services must be self-evident.*

**Amendment 123**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička, Lucy Anderson**

**Proposal for a regulation****Recital 17**

*Text proposed by the Commission*

*Amendment*

(17) It is desirable that this Regulation

(17) It is desirable that this Regulation

create a system of compensation for passengers in the case of delay which is linked to the liability of the railway undertaking, on the same basis as the international system provided by the COTIF and in particular CIV Uniform Rules thereto relating to passengers' rights. In the event of a delay of a passenger service, railway undertakings should provide passengers with compensation based on a percentage of the ticket price.

create a system of compensation for passengers in the case of delay which is linked to the liability of the railway undertaking, on the same basis as the international system provided by the COTIF and in particular CIV Uniform Rules thereto relating to passengers' rights. In the event of a delay of a passenger service, railway undertakings should provide passengers with compensation based on a percentage of the ticket price. ***Compensation rates should reflect the need to mitigate delays and to reduce passengers' dissatisfaction. Passengers should be able to use a Union standardised complaint form for submitting a complaint in their own Union languages if they prefer, and it should be equally valid to a complaint format provided by the railway undertakings, ticket vendors, railway station or infrastructure manager involved in the complaint process. Railway undertakings, ticket vendors should be encouraged to develop an automatic compensation system, like a passenger account or a Smartcard, to claim compensation for delay or cancellation, both to avoid a complex and cumbersome process for the passenger and to speed up the payment of the compensation.***

Or. en

#### *Justification*

*Currently compensation rates are often very low and don't match the inconvenience caused to the passenger. Moreover, in many cases, passengers renounce to ask for any compensation to avoid the often complex claiming process, especially when travelling outside their own Member States. This would also attract passengers from other modes of transport. A standardised EU complaint form in all EU languages should be made available to passengers and equally valid to the complaint form as it is already happening in the aviation sector.*

#### **Amendment 124**

**Lucy Anderson, Rory Palmer, Theresa Griffin, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Merja Kyllönen, Róza Gräfin von Thun und Hohenstein**

**Proposal for a regulation**  
**Recital 20**

*Text proposed by the Commission*

(20) In the event of delay, passengers should be provided with continued or re-routed transport options under comparable transport conditions. The needs of persons with disabilities and persons with reduced mobility should be taken into account in such an event.

*Amendment*

(20) In the event of delay, passengers should be provided with continued or re-routed transport options under comparable transport conditions. The needs of persons with disabilities and persons with reduced mobility should, ***in particular***, be taken into account in such an event.

Or. en

**Amendment 125**  
**Ádám Kósa, Andor Deli**

**Proposal for a regulation**  
**Recital 20**

*Text proposed by the Commission*

(20) In the event of delay, passengers should be provided with continued or re-routed transport options under comparable transport conditions. The needs of persons with disabilities and persons with reduced mobility should be taken into account in such an event.

*Amendment*

(20) In the event of delay, passengers should be provided with continued or re-routed transport options under comparable transport conditions. The needs of ***and appropriate information for*** persons with disabilities and persons with reduced mobility should be taken into account in such an event.

Or. hu

**Amendment 126**  
**Olga Sehnalová**

**Proposal for a regulation**  
**Recital 21**

*Text proposed by the Commission*

*Amendment*

(21) *However, a railway undertaking should not be obliged to pay compensation if it can prove that the delay was caused by severe weather conditions or major natural disasters endangering the safe operation of the service. Any such event should have the character of an exceptional natural catastrophe, as distinct from normal seasonal weather conditions, such as autumnal storms or regularly occurring urban flooding caused by tides or snowmelt. Railway undertakings should prove that they could neither foresee nor prevent the delay even if all reasonable measures had been taken.* **deleted**

Or. en

**Amendment 127**  
**Matthijs van Miltenburg**

**Proposal for a regulation**  
**Recital 21**

*Text proposed by the Commission*

*Amendment*

(21) *However, a railway undertaking should not be obliged to pay compensation if it can prove that the delay was caused by severe weather conditions or major natural disasters endangering the safe operation of the service. Any such event should have the character of an exceptional natural catastrophe, as distinct from normal seasonal weather conditions, such as autumnal storms or regularly occurring urban flooding caused by tides or snowmelt. Railway undertakings should prove that they could neither foresee nor prevent the delay even if all reasonable measures had been taken.* **deleted**

**Amendment 128**

**Michael Cramer, Karima Delli, Julia Reda**

**Proposal for a regulation**

**Recital 21**

*Text proposed by the Commission*

*Amendment*

*(21) However, a railway undertaking should not be obliged to pay compensation if it can prove that the delay was caused by severe weather conditions or major natural disasters endangering the safe operation of the service. Any such event should have the character of an exceptional natural catastrophe, as distinct from normal seasonal weather conditions, such as autumnal storms or regularly occurring urban flooding caused by tides or snowmelt. Railway undertakings should prove that they could neither foresee nor prevent the delay even if all reasonable measures had been taken.*

*deleted*

**Amendment 129**

**Mark Demesmaecker, Anneleen Van Bossuyt**

**Proposal for a regulation**

**Recital 21**

*Text proposed by the Commission*

*Amendment*

(21) However, a railway undertaking should not be obliged to pay compensation if it can prove that the delay was caused by severe weather conditions or major natural disasters endangering the safe operation of the service. Any such event should have the character of an exceptional natural catastrophe, as distinct from normal

(21) However, a railway undertaking should not be obliged to pay compensation if it can prove that the delay was caused by severe weather conditions or major natural disasters endangering the safe operation of the service. ***In this connection, the impact of such weather conditions or major natural disasters on other modes of***

seasonal weather conditions, such as autumnal storms or regularly occurring urban flooding caused by tides or snowmelt. Railway undertakings should prove that they could neither foresee nor prevent the delay even if all reasonable measures had been taken.

***transport should be taken into consideration.*** Any such event should have the character of an exceptional natural catastrophe, as distinct from normal seasonal weather conditions, such as autumnal storms or regularly occurring urban flooding caused by tides or snowmelt. Railway undertakings should prove that they could neither foresee nor prevent the delay even if all reasonable measures had been taken.

Or. nl

#### *Justification*

*It is proposed that, when an appraisal is made of severe weather conditions and natural disasters, account be taken of the impact on other modes of transport.*

#### **Amendment 130 Renaud Muselier**

#### **Proposal for a regulation Recital 21**

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

(21) However, a railway undertaking should not be obliged to pay compensation if it can prove that the delay ***was*** caused by ***severe weather conditions or major natural disasters endangering the safe operation of the service. Any such event should have the character of an exceptional natural catastrophe, as distinct from normal seasonal weather conditions, such as autumnal storms or regularly occurring urban flooding caused by tides or snowmelt.*** Railway undertakings should prove that they could neither foresee nor prevent the delay even if all reasonable measures had been taken.

##### *Amendment*

(21) However, a railway undertaking should not be obliged to pay compensation if it can prove that the delay ***is*** caused by ***measures imposed by public authorities to suspend or restrict traffic for reasons of public safety, or by criminal or accidental acts by third parties, or by severe weather conditions.*** Railway undertakings should prove that they could neither foresee nor prevent the delay even if all reasonable measures had been taken.

Or. fr

## *Justification*

*There are only a few very specific cases relating to public safety in which rail companies are authorised not to compensate passengers in the event of a delay. This exception does not mean that rail companies can fail to fulfil their obligations when it comes to passenger assistance.*

### **Amendment 131**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Biljana Borzan, Francisco Assis, Kostadinka Kuneva, John Howarth, Sergio Gaetano Cofferati, Marc Tarabella, Evelyne Gebhardt**

### **Proposal for a regulation**

#### **Recital 21**

#### *Text proposed by the Commission*

(21) *However, a railway undertaking should not be obliged to pay compensation if it can prove that the delay was caused by severe weather conditions or major natural disasters endangering the safe operation of the service. Any such event should have the character of an exceptional natural catastrophe, as distinct from normal seasonal weather conditions, such as autumnal storms or regularly occurring urban flooding caused by tides or snowmelt. Railway undertakings should prove that they could neither foresee nor prevent the delay even if all reasonable measures had been taken.*

#### *Amendment*

(21) *In view of the decision of the Court of Justice of the European Union in Case C 509/11<sup>1a</sup> (ÖBB-Personenverkehr AG) and the need for legal certainty, protection of passengers, continued high levels of investment in railway rolling stock and infrastructure and good contingency planning, a railway undertaking should be obliged to pay compensation to a passenger for a delay or cancellation that is not the fault of that passenger, regardless of the cause of the delay or cancellation concerned.*

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<sup>1a</sup> Case C-509/11, ÖBB-Personenverkehr AG (EU: C2013:613).

Or. en

### **Amendment 132**

**Dominique Riquet**

### **Proposal for a regulation**

#### **Recital 21**

*Text proposed by the Commission*

(21) However, a railway undertaking should not be obliged to pay compensation if it can prove that the delay was caused by ***severe weather conditions or*** major natural disasters endangering the safe operation of the service. Any such event should have the character of an exceptional natural ***catastrophe***, as distinct from normal seasonal weather conditions, such as autumnal storms or regularly occurring urban flooding caused by tides or snowmelt. Railway undertakings should prove that they could neither foresee nor prevent the delay even if all reasonable measures had been taken.

*Amendment*

(21) However, a railway undertaking should not be obliged to pay compensation if it can prove that the delay was caused by major natural disasters endangering the safe operation of the service. Any such event should have the character of an exceptional natural ***disaster***, as distinct from normal seasonal weather conditions, such as autumnal storms or regularly occurring urban flooding caused by tides or snowmelt. Railway undertakings should prove that they could neither foresee nor prevent the delay even if all reasonable measures had been taken.

Or. fr

**Amendment 133**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, István Ujhelyi, Francisco Assis, John Howarth, Kostadinka Kuneva**

**Proposal for a regulation  
Recital 23**

*Text proposed by the Commission*

(23) This Regulation should not restrict the rights of railway undertakings to seek compensation from any person, including third parties, ***in accordance with applicable national law***.

*Amendment*

(23) This Regulation should not restrict the rights of railway undertakings to seek compensation ***where applicable*** from any person, including third parties, ***for meeting their obligations under the provisions of this Regulation to passengers***.

Or. en

**Amendment 134**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička**

**Proposal for a regulation  
Recital 23**

*Text proposed by the Commission*

*Amendment*

(23) This Regulation should not restrict the rights of railway undertakings to seek compensation from any person, including third parties, in accordance with applicable national law.

(23) This Regulation should not restrict the rights of railway undertakings, ***ticket vendors, railway station or infrastructure manager*** to seek compensation from any person, including third parties, in accordance with applicable national law.

Or. en

*Justification*

*As laid down in Article 28, paragraph 2, rail passengers may submit a complaint to any railway undertaking, ticket vendor, railway station or infrastructure manager involved. Therefore also ticket vendors or railway station or infrastructure manager, apart from railway undertaking, should be able to seek compensation in accordance with applicable national law:*

**Amendment 135**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Francisco Assis, Kostadinka Kuneva, John Howarth, Peter Kouroumbashev, Sergio Gaetano Cofferati**

**Proposal for a regulation**

**Recital 24**

*Text proposed by the Commission*

*Amendment*

(24) ***Where a Member State grants railway undertakings an exemption from the provisions of this Regulation, it should encourage railway undertakings, in consultation with organisations representing passengers, to put in place arrangements for compensation and assistance in the event of major disruption to a rail passenger service.***

***deleted***

Or. en

*Justification*

*This amendment is necessary because it is inextricably linked to our other amendment on exemptions in Article 2. Both the 2013 application report and the 2015 report on exemptions highlighted the over-extensive use of exemptions by Member States. It is important that the recast Regulation takes steps to address this by removing the exemptions where possible and*

*proportionate to do so. This is a pressing reason in keeping with the internal logic of the revised text in chapter I.*

#### **Amendment 136**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička**

#### **Proposal for a regulation**

##### **Recital 27**

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

(27) Rail passengers should be able to submit a complaint to any railway undertaking involved regarding the rights and obligations conferred by this Regulation, and be entitled to receive a response within a reasonable period of time.

###### *Amendment*

(27) Rail passengers should be able to submit a complaint to any railway undertaking, ***ticket vendor, railway station or infrastructure manager*** involved regarding the rights and obligations conferred by this Regulation, and be entitled to receive a response within a reasonable period of time.

Or. en

###### *Justification*

*As laid down in Article 28, paragraph 2, rail passengers may submit a complaint to any railway undertaking, ticket vendor, railway station or infrastructure manager involved.*

#### **Amendment 137**

**Olga Sehnalová, Lucy Anderson**

#### **Proposal for a regulation**

##### **Recital 28**

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

(28) Railway undertakings and station managers should define, make publicly available, manage and monitor service quality standards for rail passenger services.

###### *Amendment*

(28) Railway undertakings and station managers should define, make publicly available, manage and monitor service quality standards for rail passenger services ***including those for persons with disabilities and persons with reduced mobility.***

Or. en

## Justification

*This amendment is related to Recital 15 with regards to the UN CRPD. Service quality standards should also include persons with disabilities and persons with reduced mobility.*

### Amendment 138

**Lucy Anderson, Rory Palmer, Theresa Griffin, Biljana Borzan, Olga Sehnalová, Francisco Assis, Kostadinka Kuneva, John Howarth, Virginie Rozière, Marc Tarabella**

### Proposal for a regulation

#### Recital 29

#### *Text proposed by the Commission*

(29) To maintain a high level of consumer protection in rail transport, Member States should be required to designate national enforcement bodies to monitor closely and enforce this Regulation at national level. Those bodies should be able to take a variety of enforcement measures. Passengers should be able to complain to those bodies about alleged infringements of the Regulation. To ensure the satisfactory handling of such complaints, the bodies should also cooperate with each other.

#### *Amendment*

(29) To maintain a high level of consumer protection in rail transport, Member States should be required to designate national enforcement bodies to monitor closely and enforce this Regulation at national level. Those bodies should be able to take a variety of enforcement measures, ***and to provide the option for passengers of binding alternative dispute resolution, in line with Directive 2013/11/EU<sup>1a</sup>.*** Passengers should be able to complain to those bodies about alleged infringements of the Regulation, ***and to use online dispute resolution established under Regulation 524/2013/EU<sup>1b</sup> where agreed. It should also be provided that complaints may be made by organisations representing groups of passengers.*** To ensure the satisfactory handling of such complaints, the bodies should also cooperate with each other ***and the Regulation should continue to be listed in the Annex to the revised Consumer Protection Cooperation Regulation 2017/2394/EU<sup>1c</sup>.*** ***Enforcement bodies shall each year publish reports on their websites detailing the number and type of complaints that they have received, detailing the outcome of their enforcement actions. In addition, these reports shall be made available on the website of the European Union***

*Agency for Railways.*

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*<sup>1a</sup> Directive 2013/11/EU of the European Parliament and of the Council of 21 May 2013 on alternative dispute resolution for consumer disputes and amending Regulation (EC) No 2006/2004 and Directive 2009/22/EC (OJ L 165, 18.6.2013, p. 14).*

*<sup>1b</sup> Regulation 524/2013/EU of the European Parliament and of the Council of 21 May 2013 on online dispute resolution for consumer disputes and amending Regulation (EC) No 2006/2004 and Directive 2009/22/EC (OJ L 165, 18.6.2013, p.1).*

*<sup>1c</sup> Regulation 2017/2394/EU of the European Parliament and of the Council of 12 December 2017 on cooperation between national authorities responsible for the enforcement of consumer protection laws and repealing Regulation (EC) No 2006/2004 (OJ L 345, 27.12.2017, p. 1).*

Or. en

## **Amendment 139**

**Nicola Caputo, Lucy Anderson, Miltiadis Kyrkos, István Ujhelyi, Theresa Griffin**

### **Proposal for a regulation**

#### **Recital 29**

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

(29) To maintain a high level of consumer protection in rail transport, Member States should be required to designate national enforcement bodies to monitor closely and enforce this Regulation at national level. Those bodies should be able to take a variety of enforcement measures. Passengers should be able to complain to those bodies about

##### *Amendment*

(29) To maintain a high level of consumer protection in rail transport, Member States should be required to designate national enforcement bodies to monitor closely and enforce this Regulation at national level. Those bodies should be able to take a variety of enforcement measures. Passengers should be able to complain to those bodies about

alleged infringements of the Regulation.  
To ensure the satisfactory handling of such complaints, the bodies should also cooperate with each other.

alleged infringements of the Regulation.  
To ensure the satisfactory handling of such complaints, the bodies should also cooperate with each other. ***Enforcement bodies shall each year publish reports on their websites detailing the number and type of complaints that they have received, detailing the outcome of their enforcement actions. In addition, these reports shall be made available on the website of the European Union Agency for Railways.***

Or. en

#### *Justification*

*Historically there has been concern at the perceived wide variance in the performance of the different enforcement bodies and at the related lack of transparency. This should be remedied by applying similar provisions to those proposed in Article 29 (relating to service quality standards). Putting this material in the public domain should help inform consumers and comparative exposure should encourage railway undertakings and enforcement bodies to raise their game generally.*

#### **Amendment 140**

**Lucy Anderson, Rory Palmer, Theresa Griffin, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Virginie Rozière, Marc Tarabella**

#### **Proposal for a regulation**

#### **Recital 31**

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

(31) Member States should lay down penalties applicable to infringements of this Regulation and ensure that these penalties are applied. The penalties, which might include the payment of compensation to the person in question, should be effective, proportionate and dissuasive.

##### *Amendment*

(31) Member States should lay down penalties applicable to infringements of this Regulation and ensure that these penalties are applied. The penalties, which might include the payment of compensation to the person in question, should be effective, proportionate and dissuasive ***and should include, but not be limited to, a minimum fine or a percentage of the relevant undertaking's or organisation's annual turnover, whichever is the higher.***

*Justification*

*The lack of proper enforcement provision was one of the principal reasons justifying the recast of this Regulation. It is therefore of the upmost importance to ensure that penalties are dissuasive so as to discourage undertakings from acting outside the provisions of the Regulation. This is also inextricably linked to other amendments on enforcement in Chapter VII, including those on enhancing the capabilities and effectiveness of enforcement bodies and assisting passengers to make complaints*

**Amendment 141**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, Francisco Assis, Kostadinka Kuneva, John Howarth**

**Proposal for a regulation****Article 1 – title***Text proposed by the Commission*

1 Subject matter

*Amendment*

1 Subject matter ***and objectives***

*Justification*

*The recast Regulation was recast in a balance between strengthening rail passenger rights and taking account of the public interest generally in supporting rail as a mode of transport. The objectives are laid out within this article and should thus be acknowledged in the title, as this is inextricably linked to other amendments in the text and is also a matter of good legal drafting practice.*

**Amendment 142**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Biljana Borzan, Olga Sehnalová, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Virginie Rozière, Merja Kyllönen, Marc Tarabella, Julia Reda**

**Proposal for a regulation****Article 1 – paragraph 1 – introductory part***Text proposed by the Commission*

This Regulation establishes rules applicable to rail transport as regards the following:

*Amendment*

This Regulation establishes rules applicable to rail transport ***to provide for effective protection of passengers and***

*encourage rail travel* as regards the following:

Or. en

#### **Amendment 143**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička**

#### **Proposal for a regulation**

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

*Text proposed by the Commission*

*Amendment*

**(-a) *the minimum information to be provided to the passengers by railway undertakings and ticket vendors, including the conclusion of transport contracts, and the issuing of tickets, as laid out in Annex II Part I and Part II.***

Or. en

#### *Justification*

*The Commission's proposal main intention is to strengthen the information provided to the passengers, including the information about the rights attached to the purchase of passenger tickets.*

#### **Amendment 144**

**Marie-Christine Arnautu**

#### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) non-discrimination between passengers with regard to transport conditions;

(a) non-discrimination between passengers with regard to transport conditions ***as long as those passengers abide by the laws in force and/or do not pose a threat to public order;***

Or. fr

#### Amendment 145

Jens Rohde, Dominique Riquet, Pavel Telička, Lucy Anderson

#### Proposal for a regulation

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

*Text proposed by the Commission*

(a) non-discrimination between passengers with regard to transport conditions;

*Amendment*

(a) non-discrimination between passengers with regard to transport **and ticketing** conditions;

Or. en

#### *Justification*

*Passengers should not also be discriminated on the basis of the means they use for buying their ticket, whether they bought them online, or at the ticketing office.*

#### Amendment 146

Lucy Anderson, Rory Palmer, Theresa Griffin, Biljana Borzan, Olga Sehnalová, István Ujhelyi, Liisa Jaakonsaari, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Merja Kyllönen, Virginie Rozière, Marc Tarabella, Julia Reda

#### Proposal for a regulation

##### Article 1 – paragraph 1 – point d

*Text proposed by the Commission*

(d) passengers' rights in the event of cancellation or delay;

*Amendment*

(d) passengers' rights **and compensation** in the event of **disruption, such as** cancellation or delay;

Or. en

#### Amendment 147

Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička

#### Proposal for a regulation

##### Article 1 – paragraph 1 – point e

*Text proposed by the Commission*

*Amendment*

(e) *minimum information to be provided to passengers;* *deleted*

Or. en

*Justification*

*Point (e) of Article 1 was deleted as it was moved into point (a) of the same article.*

**Amendment 148**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point e**

*Text proposed by the Commission*

(e) minimum information to be provided to passengers;

*Amendment*

(e) minimum information to be provided to passengers *by ticket vendors, regardless whether these are a subsidiary of or a department within a railway undertaking or alternatively an independent, third party entity.*

Or. en

*Justification*

*Due to a lack of specification on the Commission's side, more clarity is needed on who provides the "minimum information" to avoid legal uncertainty. This amendment is inextricably linked to the revision proposed by the Commission Article 9 (Travel information).*

**Amendment 149**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Liisa Jaakonsaari, Biljana Borzan, Olga Sehnalová, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Merja Kyllönen, Virginie Rozière, Marc Tarabella, Julia Reda**

**Proposal for a regulation**  
**Article 1 – paragraph 1 – point e**

*Text proposed by the Commission*

(e) minimum information to be provided to passengers;

*Amendment*

(e) minimum, *accurate, timely and accessible* information to be provided to

passengers;

Or. en

*Justification*

*The Regulation Recast's explanatory memorandum acknowledges that passengers are not always adequately informed when their journey does not go according to plan. It is important that the correct information is received by passengers in good time and in a format they can understand in order for them to be able to make the best use of it. This amendment is inextricably linked to Chapter II.*

**Amendment 150**

**Georg Mayer**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point f**

*Text proposed by the Commission*

(f) non-discrimination against, and mandatory assistance for, persons with disabilities **and** persons with reduced mobility;

*Amendment*

(f) non-discrimination against, and mandatory assistance for, persons with disabilities, persons with reduced mobility, **and persons manifestly in need of assistance;**

Or. de

**Amendment 151**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Kathleen Van Brempt, Biljana Borzan, Olga Sehnalová, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Merja Kyllönen, Virginie Rozière, Peter Kouroumbashev, Sergio Gaetano Cofferati, Julia Reda**

**Proposal for a regulation**

**Article 1 – paragraph 1 – point f**

*Text proposed by the Commission*

(f) non-discrimination against , and mandatory assistance for , persons with disabilities and persons with reduced mobility ;

*Amendment*

(f) non-discrimination against, **immediate, spontaneous** and mandatory assistance **by trained staff** for, persons with disabilities and persons with reduced mobility;

#### **Amendment 152**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Biljana Borzan, Olga Sehnalová, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Merja Kyllönen, Virginie Rozière, Julia Reda**

#### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point h**

*Text proposed by the Commission*

*Amendment*

(h) ***the*** handling of complaints;

(h) ***proper procedures for*** handling of complaints;

Or. en

#### *Justification*

*In order to meet the goal of improved enforcement within the recast Regulation, it is important that both consumers and national enforcement bodies are able to rely on robust procedures that will facilitate easier and timelier processing of complaints. This is inextricably linked to amendments to Chapter VII.*

#### **Amendment 153**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička**

#### **Proposal for a regulation**

#### **Article 1 – paragraph 1 – point h**

*Text proposed by the Commission*

*Amendment*

(h) the handling of complaints;

(h) the ***filing and*** handling of complaints;

Or. en

#### *Justification*

*The addition is to stress the need to look this regulation also from the passenger's prospective, who needs to file the complaint.*

#### **Amendment 154**

Lucy Anderson, Rory Palmer, Theresa Griffin, Biljana Borzan, Olga Sehnalová, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Merja Kyllönen, Virginie Rozière, Peter Kouroumbashev, Sergio Gaetano Cofferati, Marc Tarabella, Julia Reda

**Proposal for a regulation**

**Article 1 – paragraph 1 – point i**

*Text proposed by the Commission*

(i) general rules on enforcement.

*Amendment*

(i) general rules on enforcement,  
*including through the option for  
passengers of binding alternative dispute  
resolution.*

Or. en

**Amendment 155**

Lucy Anderson, Rory Palmer, Theresa Griffin, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Merja Kyllönen, Peter Kouroumbashev, Sergio Gaetano Cofferati, Marc Tarabella, Julia Reda

**Proposal for a regulation**

**Article 2 – paragraph 1**

*Text proposed by the Commission*

1. This Regulation shall apply to domestic **and** international rail journeys and services **throughout** the Union **provided by one or more railway undertakings licensed in accordance with Directive 2012/34/EU of the European Parliament and of the Council<sup>29</sup>** .

*Amendment*

1. This Regulation shall apply to **all** domestic, **cross-border or** international rail **passenger** journeys and services **operating, stopping, travelling, departing or arriving within the territory of** the Union.

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<sup>29</sup> OJ L 343, 14.12.2012, p. 32.

Or. en

*Justification*

*This is linked to our other amendments on passenger coverage, and the Article as a whole should be subject to amendments (including the first paragraph) in the light of the Commission's extensive deletions and additions to subsequent paragraphs. So both for*

*reasons relating to the internal logic of the text and as inextricably linked to other amendments, this amendment is in order.*

#### **Amendment 156**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Francisco Assis, Kostadinka Kuneva, John Howarth, Peter Kouroumbashev, Sergio Gaetano Cofferati**

#### **Proposal for a regulation**

#### **Article 2 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. Subject to paragraph 4, Member States may exempt the following services from the application of this Regulation:** *deleted*

*(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;*

*(b) international rail passenger services of which a significant part, including at least one scheduled station stop, is operated outside the Union, provided that passengers' rights are adequately ensured under relevant national law on the territory of the Member State granting the exemption.*

Or. en

#### **Amendment 157**

**Jana Žitňanská, Peter van Dalen**

#### **Proposal for a regulation**

#### **Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

*Amendment*

**(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;** *deleted*

**Amendment 158**

**Nicola Caputo, Lucy Anderson, Miltiadis Kyrkos, Theresa Griffin**

**Proposal for a regulation**

**Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

*Amendment*

**(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;** **deleted**

Or. en

*Justification*

*Urban, suburban and regional services account for the greater part of train travel. UITP data demonstrates that more than 90% of passenger journeys and more than 50% of passenger kilometres are incurred on those services. Most longer-distance journeys involve a local leg: their inclusion is therefore vital to any meaningful interpretation of 2018 being the Year of Multimodality.*

**Amendment 159**

**Jens Rohde, Matthijs van Miltenburg, Pavel Telička**

**Proposal for a regulation**

**Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

*Amendment*

**(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;** **deleted**

Or. en

*Justification*

*90% passengers' journeys and 50% of passengers' kilometres would be excluded by this regulation if this exemption keeps being granted.*

## **Amendment 160**

**Marek Plura**

### **Proposal for a regulation**

#### **Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

*Amendment*

**(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;** **deleted**

Or. en

#### *Justification*

*Enabling Member States to exempt urban, suburban and regional rail services is hugely detrimental to passengers with disabilities who need to use these services, which make up a large part of passenger traffic. The EU and Member States have all ratified the United Nations Conventions on the Rights of Persons with Disabilities (UNCRPD) and should uphold its provisions on equal access to transportation as set out in article 9.*

## **Amendment 161**

**Rosa Estaràs Ferragut, Luis de Grandes Pascual**

### **Proposal for a regulation**

#### **Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

*Amendment*

**(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;** **deleted**

Or. en

#### *Justification*

*Enabling Member States to exempt urban, suburban and regional rail services is hugely detrimental to passengers with disabilities who need to use these services, which make up a large part of passenger traffic. The EU and Member States have all ratified the United Nations Conventions on the Rights of Persons with Disabilities (UNCRPD) and should uphold its provisions on equal access to transportation as set out in article 9*

## Amendment 162

Tomasz Piotr Poręba, Kosma Złotowski

### Proposal for a regulation

#### Article 2 – paragraph 2 – point a

*Text proposed by the Commission*

(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

*Amendment*

(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union.

Or. en

## Amendment 163

Georges Bach

### Proposal for a regulation

#### Article 2 – paragraph 2 – point a

*Text proposed by the Commission*

(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, ***except cross-border services within the Union***;

*Amendment*

(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU;

Or. en

## Amendment 164

Andor Deli

### Proposal for a regulation

#### Article 2 – paragraph 2 – point a

*Text proposed by the Commission*

(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, ***except cross-border services within the Union***;

*Amendment*

(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU;

*Justification*

*These services have the same characteristics, regardless of whether or not they cross a border. The Commission proposal to lift exemptions to this market segment when it is cross-border is unreasonable and would put the financial equilibrium of these services at risk, to the benefit of traffic by coach. Coach and bus services enjoy similar derogations under article 2 of Regulation 181/2011 on rights of passengers in bus and coach transport, namely for services under 250 Km.*

**Amendment 165****Janusz Zemke****Proposal for a regulation****Article 2 – paragraph 2 – point a***Text proposed by the Commission*

(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, ***except cross-border services within the Union;***

*Amendment*

(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU;

*Justification*

*These services have the same characteristics, regardless of whether or not they cross a border. The Commission proposal to lift exemptions to this market segment when it is cross-border is unreasonable and would put the financial equilibrium of these services at risk, to the benefit of traffic by coach. Coach and bus services enjoy similar derogations under Article 2 of Regulation 181/2011 on rights of passengers in bus and coach transport, namely for services under 250 km.*

**Amendment 166****Elżbieta Katarzyna Łukacijewska, Róža Gräfin von Thun und Hohenstein, Marek Plura****Proposal for a regulation****Article 2 – paragraph 2 – point a***Text proposed by the Commission*

(a) urban, suburban and regional rail passenger services as referred to in

*Amendment*

(a) urban, suburban and regional rail passenger services as referred to in

Directive 2012/34/EU, *except cross-border services within the Union*;

Directive 2012/34/EU;

Or. en

*Justification*

*Some railway connections have a regional character although they involve crossing borders between Member States. With distances between some European capitals amounting to no more than 70 km (for example the distance between Bratislava and Vienna), applying stricter rules to regional connections, only because the train crosses the border, will make such services unprofitable.*

**Amendment 167**

**István Ujhelyi**

**Proposal for a regulation**

**Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, *except cross-border services within the Union*;

*Amendment*

(a) urban, suburban and regional rail passenger services as referred to in Directive 2012/34/EU.

Or. en

**Amendment 168**

**Michael Cramer, Karima Delli**

**Proposal for a regulation**

**Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

(a) **urban**, suburban and regional rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

*Amendment*

(a) suburban and regional rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

Or. en

*Justification*

*It is very difficult to apply this regulation on very regular urban dense transport networks.*

**Amendment 169**

**Olga Sehnalová**

**Proposal for a regulation**

**Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

(a) urban, suburban **and regional** rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

*Amendment*

(a) urban **and** suburban rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

Or. en

*Justification*

*Member States should not exempt regional rail services, as this would be hugely detrimental to all passengers, taking into account that regional rail passenger services make up for large part of the passenger traffic.*

**Amendment 170**

**Dominique Riquet**

**Proposal for a regulation**

**Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

(a) urban, suburban **and regional** rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

*Amendment*

(a) urban **and** suburban rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

Or. fr

*Justification*

*Regional rail services are a vital element of rail transport. Excluding such services would considerably reduce the scope of the regulation.*

**Amendment 171**  
**Renaud Muselier**

**Proposal for a regulation**  
**Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

(a) urban, suburban **and regional** rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

*Amendment*

(a) urban **and** suburban rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

Or. fr

*Justification*

*Given that regional rail passenger services are to be opened up to competition by December 2019, the rules laid down in this regulation that apply to rail companies and passengers must be the same for everyone in order to guarantee fair competition on the regional single market.*

**Amendment 172**  
**Christine Revault d'Allonnes Bonnefoy, Kathleen Van Brempt**

**Proposal for a regulation**  
**Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

(a) urban, **suburban and regional** rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

*Amendment*

(a) urban rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

Or. en

**Amendment 173**  
**Mark Demesmaeker, Anneleen Van Bossuyt**

**Proposal for a regulation**  
**Article 2 – paragraph 2 – point a**

*Text proposed by the Commission*

*Amendment*

(a) urban, **suburban** and **regional** rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

(a) urban and **suburban** rail passenger services as referred to in Directive 2012/34/EU, except cross-border services within the Union;

Or. nl

*Justification*

*Urban, suburban and regional rail movements account for more than 90% of train journeys in the EU. Simply excluding this category from the scope of the regulation would undermine the objective of the revision. It is therefore proposed that regional passenger services - services the main aim of which is to meet the transport requirements of regions, including cross-border regions - be fully incorporated into the regulation's scope.*

**Amendment 174**

**Tomasz Piotr Poręba, Kosma Złotowski**

**Proposal for a regulation**

**Article 2 – paragraph 2 – point b**

*Text proposed by the Commission*

*Amendment*

(b) international rail passenger services of which a significant part, including at least one scheduled station stop, is operated outside the Union, ***provided that passengers' rights are adequately ensured under relevant national law on the territory of the Member State granting the exemption.***

(b) international rail passenger services of which a significant part, including at least one scheduled station stop, is operated outside the Union.

Or. en

**Amendment 175**

**Janusz Zemke**

**Proposal for a regulation**

**Article 2 – paragraph 2 – point b**

*Text proposed by the Commission*

*Amendment*

(b) international rail passenger services

(b) international rail passenger services

of which a significant part, including at least one scheduled station stop, is operated outside the Union, ***provided that passengers' rights are adequately ensured under relevant national law on the territory of the Member State granting the exemption.***

of which a significant part, including at least one scheduled station stop, is operated outside the Union. ***The relevant Member States shall make all reasonable efforts to encourage non-Union carriers to apply Union passengers' rights standards.***

Or. en

#### *Justification*

*National provisions are not applicable on cross-border services with non-EU countries. Solutions are in place to ensure that rail customers are protected in cross-border services with non-EU countries, either via bilateral governmental agreements or by contractual agreements between the carriers involved.*

#### **Amendment 176**

**Tomasz Piotr Poręba, Kosma Złotowski**

#### **Proposal for a regulation**

#### **Article 2 – paragraph 2 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

***(ba) domestic rail passenger services where such exemption was granted under Regulation (EC) No 1371/2007 for a period no longer than until 3 December 2024.***

Or. en

#### **Amendment 177**

**Janusz Zemke**

#### **Proposal for a regulation**

#### **Article 2 – paragraph 2 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

***(ba) domestic rail passenger services where such exemption was granted in line with article 2(4) of Regulation (EC) No***

Or. en

*Justification*

*The remaining exemptions to national long-distance services are being phased out gradually in line with the legitimate expectations created by the existing Regulation. In order not to interfere with the ongoing investment plans and based on the principle of legal certainty, the Member States concerned should be allowed to continue to gradually phase-out existing exemptions. Any earlier termination not in line with the legitimate expectations and timelines stemming from the current Regulation may lead to unsuccessful implementation.*

**Amendment 178**

**Tania González Peñas**

**Proposal for a regulation**

**Article 2 – paragraph 2 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

*(ba) vehicles reserved strictly for local, historical or touristic use.*

Or. es

**Amendment 179**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, Francisco Assis, John Howarth, Peter Kouroumbashev, Sergio Gaetano Cofferati**

**Proposal for a regulation**

**Article 2 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

**3. Member States shall inform the Commission of exemptions granted pursuant to points (a) and (b) of paragraph 2, and on the adequacy of their national law on their territory for the purposes of point (b) of paragraph 2.** *deleted*

Or. en

#### **Amendment 180**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Francisco Assis, Kostadinka Kuneva, John Howarth, Peter Kouroumbashev, Sergio Gaetano Cofferati**

#### **Proposal for a regulation**

##### **Article 2 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

**4. Articles 5, 10, 11 and 25 and Chapter V shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.** **deleted**

Or. en

#### **Amendment 181**

**Mark Demesmaeker, Helga Stevens, Jana Žitňanská, Peter van Dalen**

#### **Proposal for a regulation**

##### **Article 2 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

**4. Articles 5, 10, 11 and 25 and Chapter V shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.**

**4. Articles 5, 10, 11, 12, 20, 21, 22, 23, 24, 25 and 26 shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.**

Or. en

#### *Justification*

*The rights of persons with disabilities and persons with reduced mobility should be respected.*

#### **Amendment 182**

**Rosa Estaràs Ferragut, Luis de Grandes Pascual**

#### **Proposal for a regulation**

## Article 2 – paragraph 4

### *Text proposed by the Commission*

4. Articles 5, 10, 11 **and** 25 and **Chapter V** shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.

### *Amendment*

4. Articles 5, 10, 11, **12, 20, 21, 22, 23, 24,** 25 and **26** shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.

Or. en

### *Justification*

*Enabling Member States to exempt urban, suburban and regional rail services is hugely detrimental to passengers with disabilities who need to use these services, which make up a large part of passenger traffic. The EU and Member States have all ratified the United Nations Conventions on the Rights of Persons with Disabilities (UNCRPD) and should uphold its provisions on equal access to transportation as set out in article 9*

## **Amendment 183** **Renaud Muselier**

### **Proposal for a regulation** **Article 2 – paragraph 4**

### *Text proposed by the Commission*

4. Articles 5, 10, 11 and **25** and Chapter V shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.

### *Amendment*

4. Articles 5, **6,** 10, 11, **12** and **17** and Chapter V shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.

Or. fr

### *Justification*

*There is a need for all the undertakings covered by this regulation to be insured and covered in the event of the death of or injuries to passengers. As Article 25 is already covered by Chapter V of the regulation, there is no point in singling it out. Compensation for delays should apply to all services. With a view to bringing about an ambitious modal shift, it should be possible for passengers to take their bicycles on all kinds of train services.*

## **Amendment 184** **Tania González Peñas**

**Proposal for a regulation**  
**Article 2 – paragraph 4**

*Text proposed by the Commission*

4. Articles 5, 10, 11 and 25 and Chapter V shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.

*Amendment*

4. Articles 5, 10, 11, **19** and 25 and Chapter V shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.

Or. es

**Amendment 185**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička**

**Proposal for a regulation**  
**Article 2 – paragraph 4**

*Text proposed by the Commission*

4. Articles 5, 10, 11 and 25 and Chapter V shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.

*Amendment*

4. Articles 5, 10, 11, **12** and 25 and Chapter V shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.

Or. en

**Amendment 186**

**Janusz Zemke**

**Proposal for a regulation**  
**Article 2 – paragraph 4**

*Text proposed by the Commission*

4. Articles 5, 10, 11 and 25 and Chapter V shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with **points (a) and (b)** of paragraph 2.

*Amendment*

4. Articles 5, 10, 11, **20, 21(1)** and 25 and Chapter V shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with **point (a)** of paragraph 2.

*Justification*

*If Member States had to implement the entirety of the provisions under the amended Chapter V to all services, e.g. including to urban, sub-urban and regional services, a thorough impact assessment should be provided to assess financial impacts, in particular unintended consequences for vulnerable lines and stations. The exemption to international services when a significant part of services is operated outside the EU must be retained, to allow for the continuation of important daily commuter and touristic links between the EU and its neighbouring countries.*

**Amendment 187**

**Elżbieta Katarzyna Łukacijewska, Róża Gräfin von Thun und Hohenstein, Marek Plura**

**Proposal for a regulation****Article 2 – paragraph 4***Text proposed by the Commission*

4. Articles 5, **10, 11 and 25** and Chapter V shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.

*Amendment*

4. Articles 5, **6, 10, 11, 17** and Chapter V shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.

*Justification*

*Urban, suburban and regional services constitute a majority of train travel (90% of passenger journeys and 50% of passenger kilometres). Passengers most typically need to take their bicycles with them on shorter journeys and thus opt for urban, suburban or regional operators. Therefore, it is crucial that operators of such services also adjust their policies to the growing trend of riding bicycles and to the demands of passengers. Carriage of bicycles on regional, sub-urban and urban trains is important for the implementation of the much-needed modal shift in EU, with positive effects on passengers' ease of travel and environmentally sustainable mobility. In the 2015 study, the European Parliament has stressed that daily bicycle users can be increased through better traffic intermodality, both with trains and public transport, and that EU regulations do not provide any incentives to encourage operators to facilitate the transport of bicycles on trains and buses. Moreover, frequent travellers who commute on shorter distances with seasonal tickets should also have the right to compensation in case of repeated delays, which may have a direct impact on their everyday life and their work perspectives. It is pointless to single out Article 25, as it is already included in Chapter V.*

**Amendment 188**  
**Markus Pieper**

**Proposal for a regulation**  
**Article 2 – paragraph 4**

*Text proposed by the Commission*

4. Articles 5, 10, 11 and 25 **and Chapter V** shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.

*Amendment*

4. Articles 5, 10, 11 and 25 shall apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with points (a) and (b) of paragraph 2.

Or. de

*Justification*

*Exemptions from some parts of the regulation should be allowable for regional services.*

**Amendment 189**  
**Tomasz Piotr Poręba, Kosma Złotowski**

**Proposal for a regulation**  
**Article 2 – paragraph 4**

*Text proposed by the Commission*

4. Articles 5, 10, 11 and 25 **and Chapter V shall** apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with **points (a) and (b)** of paragraph 2.

*Amendment*

4. Articles 5, 10, 11, **20, 21(1)** and 25 apply to all rail passenger services referred to in paragraph 1, including services exempted in accordance with **point (a)** of paragraph 2.

Or. en

**Amendment 190**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Article 3 – paragraph 1 – point 1**

*Text proposed by the Commission*

(1) ‘railway undertaking’ means a

*Amendment*

(1) ‘railway undertaking’ means a

railway undertaking *as defined in Article 3(1) of Directive 2012/34/EU* ;

*public or private undertaking whose activity is to provide for the transport of goods and/or passengers by rail on the basis that the undertaking shall ensure traction; this also includes undertakings which provide for traction only. If a rail-transport providing entity also sells rail tickets or optimal single rail journeys for transport then that specific part of the business is a ticket vendor and not a railway undertaking – because it is not undertaking (carrying out) any transport.*

Or. en

#### *Justification*

*By definition, railway undertakings operate train services. If a rail-transport providing entity also sells rail tickets for transport then that retail part of the business is a ticket vendor. The ticket vendor is a different part of the value chain; ticket retail is a separate market from rail operators; ticket vendors should show information on all rail options and sell rail tickets. Meanwhile, digitalisation already enables successive railway services operated by one or more railway undertakings to be easily put together to provide for the most optimal (e.g. cheapest or fastest) single journey between two rail stations, regardless whether there is one ticket or separate successive tickets for that journey.*

**Amendment 191**  
**Claudia Schmidt**

#### **Proposal for a regulation** **Article 3 – paragraph 1 – point 5**

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

(5) ‘ticket vendor’ means any retailer of rail transport services ***concluding transport contracts and*** selling ***tickets*** on behalf of a railway undertaking ***or for its own account***;

##### *Amendment*

(5) ‘ticket vendor’ means any retailer of rail transport services selling ***single rail journeys*** on behalf of a railway ***undertakings. A ticket vendor can be a subsidiary or a fully integrated unit within a railway undertaking. Alternatively it can also be an independent third party entity.***

Or. en

### *Justification*

*By definition, railway undertakings operate train services. If a rail-transport providing entity also sells rail tickets for transport then that retail part of the business is a ticket vendor. The ticket vendor is a different part of the value chain; ticket retail is a separate market from rail operators; ticket vendors should show information on all rail options and sell rail tickets. Meanwhile, digitalisation already enables successive railway services operated by one or more railway undertakings to be easily put together to provide for the most optimal (e.g. cheapest or fastest) single journey between two rail stations, regardless whether there is one ticket or separate successive tickets for that journey.*

#### **Amendment 192**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, Christine Revault d'Allonnes Bonnefoy, Francisco Assis, Kostadinka Kuneva, John Howarth, Virginie Rozière, Sergio Gaetano Cofferati, Marc Tarabella**

#### **Proposal for a regulation**

##### **Article 3 – paragraph 1 – point 5**

#### *Text proposed by the Commission*

(5) ‘ticket vendor’ means any retailer of rail transport services concluding transport contracts and selling tickets on behalf of **a** railway **undertaking** or for its own account;

#### *Amendment*

(5) ‘ticket vendor’ means any retailer of rail transport services concluding transport contracts and selling tickets, **through-tickets or combined journeys** on behalf of **one or more** railway **undertakings** or for its own account;

Or. en

### *Justification*

*The recast regulation requires an expanded definition of ticket vendor in order to accommodate the different types of tickets they should be expected to be able to offer to customers. This is necessary for pressing reasons relating to internal logic and linked inextricably to many other amendments, including on definitional issues in Chapter I.*

#### **Amendment 193**

**Renaud Muselier**

#### **Proposal for a regulation**

##### **Article 3 – paragraph 1 – point 5**

#### *Text proposed by the Commission*

#### *Amendment*

5) ‘ticket vendor’ means any retailer of rail transport services concluding transport contracts **and** selling tickets on behalf of **a** railway **undertaking** or for its own account;

5) ‘ticket vendor’ means any retailer of rail transport services concluding transport contracts **and/or** selling **through-tickets or indirect** tickets on behalf of **one or more** railway **undertakings** or for its own account;

Or. fr

*Justification*

*The definition of a ticket vendor should reflect the fact that through-tickets are also sold which may cover journeys operated by more than one railway undertaking. This amendment is necessary to bring consistency to the definition of through-tickets used in Article 10(6) and to the travel information obligations imposed on ticket vendors in Article 9.*

**Amendment 194**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička**

**Proposal for a regulation**

**Article 3 – paragraph 1 – point 5**

*Text proposed by the Commission*

(5) ‘ticket vendor’ means any retailer of rail transport services concluding transport contracts and selling tickets on behalf of a railway **undertaking** or for its own account;

*Amendment*

(5) ‘ticket vendor’ means any retailer of rail transport services concluding transport contracts and selling tickets on behalf of a **one or more** railway **undertakings** or for its own account;

Or. en

*Justification*

*Ticket vendors may sell on behalf of more than one railway undertaking. This modification reflects the Commission’s incentive also to the ticket vendors to offer through-tickets with more than one railway undertaking, as set out in Article 10 paragraph 1.*

**Amendment 195**

**Massimiliano Salini, Salvatore Domenico Pogliese**

**Proposal for a regulation**

**Article 3 – paragraph 1 – point 5 a (new)**

*Text proposed by the Commission*

*Amendment*

**(5a) 'distributor' means a retailer of rail transport services selling tickets on behalf of a railway undertaking, and which does not have any obligation in the contract concluded between the passenger and the railway undertaking.**

Or. en

*Justification*

*The distinction between ticket vendors, which conclude transport contracts, and distributors, which are simple retailers that sell tickets without concluding any transport contract, is necessary to clarify the changes introduced by the Commission in Articles 9, 10 and 18 of the proposal and to take full account of the railway ticket market as it exists today.*

#### **Amendment 196**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Virginie Rozière, Sergio Gaetano Cofferati, Marc Tarabella**

#### **Proposal for a regulation**

#### **Article 3 – paragraph 1 – point 6 a (new)**

*Text proposed by the Commission*

*Amendment*

**(6a) 'combined journey' means a ticket or tickets representing more than one transport contract for successive railway services operated by one or more railway undertakings;**

Or. en

*Justification*

*The recast regulation requires an expanded definition of “combined journey” to afford greater legal certainty to passengers and undertakings. This is in keeping with the internal logic of the recast regulation and linked critically to many admissible amendments throughout, such as those in Chapter I on definitions but also Article 10 and Chapter IV.*

#### **Amendment 197**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička, Lucy Anderson**

## Proposal for a regulation

### Article 3 – paragraph 1 – point 6 a (new)

*Text proposed by the Commission*

*Amendment*

**(6a) “ticket” means a valid evidence that entitles the passenger to rail transport, regardless of its form, paper, e-Ticket, Smartcard, travel card;**

Or. en

*Justification*

*The latest digital technological developments, as recognised in Recital 12, which were not taken into account in the previous draft of this regulation, requires a definition of ticket, to avoid discrimination, as set in Article 5, against a passenger over the form of his/her ticket.*

## Amendment 198

Georges Bach

## Proposal for a regulation

### Article 3 – paragraph 1 – point 8

*Text proposed by the Commission*

*Amendment*

(8) ‘through-ticket’ means a ticket or tickets representing a single transport contract for successive railway services operated by one or more railway undertakings;

(8) ‘through-ticket’ means a ticket or tickets representing a single transport contract for successive railway services operated by one or more railway undertakings; **Several tickets always represent a single contract of carriage if they are part of an actual travel chain.**

Or. en

*Justification*

*This amendment is needed for pressing reasons of coherence of the text, its aim is to guarantee improved and simplified passenger rights. This specification ensures that passengers with separate tickets will have the same rights as passengers with a through-ticker. Linked to Article 10- para 1 for coherence.*

## Amendment 199

**Renaud Muselier**

**Proposal for a regulation**

**Article 3 – paragraph 1 – point 8**

*Text proposed by the Commission*

8) ‘through-ticket’ means a ticket or tickets **representing** a single transport **contract** for successive railway services operated by one or more railway undertakings;

*Amendment*

8) “through-ticket” means a ticket or tickets **for** a single **journey comprising one or several** transport **contracts** for successive railway services operated by one or more railway undertakings **whose purchase is carried out via a single transaction**;

Or. fr

*Justification*

*A through-ticket may cover several transport contracts as long as it was purchased via a single transaction. This amendment is necessary in order to ensure consistency with the amendments proposed by the Commission to Article 10(6) of this Regulation, which state that a passenger receiving separate tickets for the same journey is entitled to be covered as with a through-ticket.*

**Amendment 200**

**Christine Revault d'Allonnes Bonnefoy, Lucy Anderson**

**Proposal for a regulation**

**Article 3 – paragraph 1 – point 8**

*Text proposed by the Commission*

(8) ‘through-ticket’ means a ticket or tickets representing **a single** transport **contract for** successive railway services operated by one or more railway undertakings;

*Amendment*

(8) ‘through-ticket’ means a ticket or tickets, representing **one or more** transport **contracts issued through a single transaction, for a single journey comprising** successive railway services operated by one or more railway undertakings;

Or. xm

*Justification*

*This amendment is intrinsically linked to the changes made to Article 9 (in the recast proposal) on travel information. In this context, this amendment seeks to supplement the*

*provisions laid down under Article 9(4) of the recast proposal in order to clarify that the obligation to make real-time information available to ticket vendors also applies to railway undertakings. With this in mind, this amendment also seeks to refer to Annex II.*

#### **Amendment 201**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička, Gesine Meissner, Lucy Anderson**

#### **Proposal for a regulation**

#### **Article 3 – paragraph 1 – point 8**

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

(8) ‘through-ticket’ means a ticket or tickets representing a single transport contract for successive railway services operated by one or more railway undertakings;

##### *Amendment*

(8) ‘through-ticket’ means a ticket or ***separate*** tickets representing a single transport contract for successive railway services operated by one or more railway undertakings, ***, forming part of an end-to-end journey,***

Or. en

##### *Justification*

*Separate tickets sold under a single contract should be understood as a through-ticket, especially when forming part of an end-to-end journey. This goes in line with the Commission proposal in Article 10 paragraph 1 where the Commission calls on railway undertakings and ticket vendors to make all possible efforts to offer through-ticket, including when a passenger has a connection, even with more than one railway undertaking, within a single journey.*

#### **Amendment 202**

**Elżbieta Katarzyna Łukacijewska, Róža Gräfin von Thun und Hohenstein, Marek Plura**

#### **Proposal for a regulation**

#### **Article 3 – paragraph 1 – point 8**

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

(8) ‘through-ticket’ means a ticket or tickets representing a single transport contract for successive railway services operated by one or more railway undertakings;

##### *Amendment*

(8) ‘through-ticket’ means a ticket or tickets representing a single transport contract for successive railway services operated by one or more railway undertakings ***forming part of an end-to-end journey;***

*Justification*

*The AM further enhances the internal logic of the text. Narrowing down the definition of a through-ticket should rule out vague interpretations and protect customers from an undesirable interpretation on behalf of railway undertakings. Such changes are bound to encourage more people to travel by trains, allowing us to complete our goal of shifting from road to rail transport and protecting our environment. This AM aligns this Regulation with the regulations governing passenger rights in other transport modes. The rail passenger rights should be equal to those of air passenger rights.*

**Amendment 203**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, Francisco Assis, Kostadinka Kuneva, John Howarth, Virginie Rozière**

**Proposal for a regulation****Article 3 – paragraph 1 – point 8***Text proposed by the Commission*

(8) ‘through-ticket’ means a ticket or tickets ***representing a single transport contract*** for successive railway services operated by one or more railway undertakings;

*Amendment*

(8) ‘through-ticket’ means a ticket or tickets for successive railway services operated by one or more railway undertakings, ***forming part of an end-to-end journey***;

*Justification*

*The clarification is necessary for passengers and undertakings to ensure that passengers are covered by the protections afforded by the one through ticket for the entire duration of their journey. It is in keeping with the internal logic of the text, and linked inextricably to all of the amendments and proposals on through-tickets in chapter II.*

**Amendment 204**

**Renaud Muselier**

**Proposal for a regulation****Article 3 – paragraph 1 – point 10***Text proposed by the Commission*

10) ‘journey’ means the carriage of a

*Amendment*

10) ‘journey’ means the carriage of a

passenger between a station of departure and a station of arrival under *a single* transport *contract*;

passenger between a station of departure and a station of arrival under *one or several* transport *contracts*;

Or. fr

*Justification*

*A journey does not necessarily consist of a single transport contract. This amendment is necessary to ensure consistency throughout the text.*

**Amendment 205**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Virginie Rozière, Sergio Gaetano Cofferati**

**Proposal for a regulation**

**Article 3 – paragraph 1 – point 10**

*Text proposed by the Commission*

(10) ‘journey’ means the carriage of a passenger between a station of departure and a station of arrival *under a single transport contract*;

*Amendment*

(10) ‘journey’ means the carriage of a passenger between a station of departure and a station of arrival;

Or. en

**Amendment 206**

**Elżbieta Katarzyna Łukacijewska, Róza Gräfin von Thun und Hohenstein, Marek Plura**

**Proposal for a regulation**

**Article 3 – paragraph 1 – point 10 a (new)**

*Text proposed by the Commission*

*Amendment*

*(10a) ‘optimal single rail journey’ means the most optimal (e.g. the cheapest, fastest or most convenient) one-way rail journey between any two rail stations (both within a Member State and across internal Union borders), which may include one, two or more successive railway services and respects minimum standard connection times as provided for*

*by official railway planners. Such a journey may comprise of more than one successive tickets or travel contracts, depending on which solution suits the passenger best.*

Or. en

*Justification*

*Current technology allows passengers to book successive railway journeys and choose the best solution for their journey (e.g. cheapest, fastest or most convenient) regardless of the number of tickets (single or separate successive). The definition clarifies Art. 3(8) and bring legal consistency to the Regulation. This AM aligns this Regulation with those governing passenger rights in other transport modes (e.g. air). The term 'optimal single rail journey' allows the passenger to choose most suitable travel option and is duly justified with the development of new technologies.*

**Amendment 207**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Article 3 – paragraph 1 – point 10 a (new)**

*Text proposed by the Commission*

*Amendment*

**(10a) ‘optimal single rail journey’ means the most optimal (e.g. cheapest or fastest) one-way rail journey between any two rail stations (both domestically and across internal EU borders), comprising one, two or more successive railway services and respecting minimum standard connection times as provided for by official railway planners. There can be one or more separate, successive tickets or transport contracts form it, whatever combination offers the passenger the best options.**

Or. en

*Justification*

*For the internal logic of the text, passengers need to be able to receive information for the most optimal one-way rail journey (e.g. cheapest or fastest) between any two rail stations,*

regardless of who provides the transport contract (e.g. incumbent or any other railway undertaking) and information. This is inextricably linked to Article 9 (Travel information) and Article 10 (Availability of tickets, through-tickets and reservations), paragraph 6. It also relates to recital 2 regarding the goal of increasing "the share of rail transport in relation to other modes of transport."

## **Amendment 208**

**Rolandas Paksas**

### **Proposal for a regulation**

#### **Article 3 – paragraph 1 – point 13**

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

(13) ‘delay’ means the time difference between the ***time the passenger was scheduled to arrive in accordance with the published*** timetable and the time ***of his or her actual or expected*** arrival at the final station of destination ;

##### *Amendment*

(13) ‘delay’ means the time difference between the ***arrival*** scheduled ***in the*** timetable and the ***real*** time arrival at the final station of destination. ***In case of delays which are announced to passengers at least two weeks in advance of the train departure the passengers are not entitled to compensation in accordance with Article 17;***

Or. en

##### *Justification*

*The amendment is necessary for pressing reasons relating to the internal logic of the text. The amendment is inextricably linked to Articles 16 - 17 related to compensations (non-codified), where the definition of “delay” is cornerstone. It is necessary to better clarify the aim and to avoid risks of different interpretations.*

## **Amendment 209**

**Tomasz Piotr Poręba, Kosma Złotowski**

### **Proposal for a regulation**

#### **Article 3 – paragraph 1 – point 13**

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

(13) ‘delay’ means the time difference between the ***time the passenger was scheduled to arrive*** in accordance with ***the published timetable and the time of his or***

##### *Amendment*

(13) ‘delay’ means the time difference between the ***arrival*** scheduled ***in the timetable and real-time arrival at destination. In case of delays which are***

*her actual or expected arrival at the final station of destination ;*

*announced to passengers at least two weeks in advance of the train departure the passengers are not entitled to compensation in accordance with article 17.*

Or. en

*Justification*

*The amendment is inextricably linked to Articles 16 - 17 related to compensations (non-codified), where the definition of “delay” is cornerstone.*

**Amendment 210**  
**Janusz Zemke**

**Proposal for a regulation**  
**Article 3 – paragraph 1 – point 13**

*Text proposed by the Commission*

(13) ‘delay’ means the time difference between the *time the passenger was scheduled to arrive in accordance with the published* timetable and *the time of his or her actual or expected* arrival at *the final station of* destination ;

*Amendment*

(13) ‘delay’ means the time difference between the *arrival* scheduled *in the* timetable and *real-time* arrival at destination. *Alterations to the timetable which are announced to passengers at least 48 hours in advance shall not be defined as delays.*

Or. en

*Justification*

*This clarification is needed to take into account timetable changes affecting passengers who purchased tickets in advance. This clarification is important to allow railway undertakings to continue to sell tickets in advance.*

**Amendment 211**  
**Renaud Muselier**

**Proposal for a regulation**  
**Article 3 – paragraph 1 – point 13 a (new)**

*Text proposed by the Commission*

*Amendment*

*(13a) 'arrival' means the moment when, at the destination platform, the doors of the train are opened and disembarkation is allowed;*

Or. fr

*Justification*

*It is necessary to define the term arrival in order to protect passengers against a biased interpretation by railway undertakings. This amendment is directly linked to the definition of 'delay' and therefore to Articles 16 and 17 (non-codified part).*

**Amendment 212**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Virginie Rozière, Sergio Gaetano Cofferati**

**Proposal for a regulation**

**Article 3 – paragraph 1 – point 15**

*Text proposed by the Commission*

(15) ‘missed connection’ means a situation where a passenger misses one or more services in the course of a journey as a result of the delay or cancellation of one or more previous services;

*Amendment*

(15) ‘missed connection’ means a situation where a passenger misses one or more services in the course of a journey **or combined journey** as a result of the delay or cancellation of one or more previous services;

Or. en

**Amendment 213**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, István Ujhelyi, Christine Revault d'Allonnes Bonnefoy, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Merja Kyllönen, Virginie Rozière**

**Proposal for a regulation**

**Article 3 – paragraph 1 – point 16**

*Text proposed by the Commission*

(16) ‘person with disabilities’ and ‘person with reduced mobility’ means any person who has a permanent or temporary

*Amendment*

(16) ‘person with disabilities’ and ‘person with reduced mobility’ means any person who has a permanent or temporary

physical , mental, intellectual or sensory impairment which, in interaction with various barriers, may hinder their full and effective use of transport on an equal basis with other passengers or whose mobility when using transport is reduced ***due to age***;

physical, mental, intellectual or sensory impairment which, in interaction with various barriers, may hinder their full and effective use of transport on an equal basis with other passengers or whose mobility when using transport is reduced;

Or. en

**Amendment 214**  
**Georges Bach**

**Proposal for a regulation**  
**Article 3 – paragraph 1 – point 19 a (new)**

*Text proposed by the Commission*

*Amendment*

***(19a) "extraordinary circumstances" means circumstances beyond the control of the railway undertaking in the normal exercise of its activity and outside the obligations imposed by the relevant safety and security rules to be observed.***

Or. en

*Justification*

*This amendment aligns this Regulation with the regulations governing passengers' rights in other modes. Force majeure / Extraordinary circumstances is indeed a concept common to all sectors and modes of transport. This definition is linked to Article 17- para 8 for coherence purposes.*

**Amendment 215**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Article 5 – title**

*Text proposed by the Commission*

*Amendment*

Non-discriminatory conditions ***of transport contract***

***Neutrality, Transparency and*** non-discriminatory conditions

**Amendment 216**

**Inés Ayala Sender, Isabella De Monte**

**Proposal for a regulation**

**Article 5 – paragraph -1 (new)**

*Text proposed by the Commission*

*Amendment*

*Railway undertakings and ticket vendors shall offer neutral and transparent distribution solutions including the data provided by participating railway undertakings in a comprehensive manner and without discrimination or bias.*

*Criteria to be used for ranking shall not be based on any factor directly or indirectly related to the identity of the railway undertaking and shall be applied on a non-discriminatory basis to all participating railway undertakings.*

*Optional price supplements shall be communicated in a clear, transparent and unambiguous way at the start of any booking process and their acceptance by the customer shall be on an ‘opt-in’ basis.*

Or. en

*Justification*

*It is necessary to reinforce transparency and neutrality rules in rail distribution so that consumers can make informed choices based on reliable information. These transparency and neutrality rules should not only focus on price (as they do today), but should allow the consumer to easily compare other parameters related to quality of service and ancillary offers.*

**Amendment 217**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička**

**Proposal for a regulation**

**Article 5 – paragraph 1**

*Text proposed by the Commission*

Without prejudice to social tariffs, railway undertakings or ticket vendors shall offer contract conditions and tariffs to the general public without direct or indirect discrimination on the basis of the final **customer's** nationality or residence, or the place of establishment of the railway undertaking or ticket vendor within the Union.

*Amendment*

Without prejudice to social tariffs, railway undertakings or ticket vendors shall offer **transport contract and ticketing** conditions and tariffs to the general public without direct or indirect discrimination on the basis of the final **passenger's** nationality or residence, or the place of establishment of the railway undertaking or ticket vendor within the Union **or the means through which passengers bought the ticket.**

Or. en

*Justification*

*The change of terminology from 'customer' to 'passenger' should be consistent throughout the text. The other additions to the text intend to point out that the passengers should not be discriminated neither during the journey nor at the time of purchase. The way the ticket was bought, for instance, in a shop, on a train, online, through a ticket vendor or from a rail undertaking, should not be a basis for discrimination.*

**Amendment 218**

**Elżbieta Katarzyna Łukacijewska, Róża Gräfin von Thun und Hohenstein, Marek Plura**

**Proposal for a regulation**

**Article 5 – paragraph 1**

*Text proposed by the Commission*

Without prejudice to social tariffs, railway undertakings or ticket vendors shall offer contract conditions and tariffs to the general public without direct or indirect discrimination on the basis of the final customer's nationality or residence, or the place of establishment of the railway undertaking or ticket vendor within the Union.

*Amendment*

Without prejudice to social tariffs, railway undertakings or ticket vendors shall offer contract conditions and tariffs to the general public **and shall sell tickets, through-tickets and accept reservations from customers** without direct or indirect discrimination on the basis of the final customer's nationality or residence, or the place of establishment of the railway undertaking or ticket vendor within the Union.

Or. en

**Amendment 219**  
**Marie-Christine Arnautu**

**Proposal for a regulation**  
**Article 5 – paragraph 1**

*Text proposed by the Commission*

Without prejudice to social tariffs, railway undertakings or ticket vendors shall offer contract conditions and tariffs to the general public without direct or indirect discrimination on the basis of the final customer's nationality or residence, or the place of establishment of the railway undertaking or ticket vendor within the Union.

*Amendment*

Without prejudice to social tariffs, ***which may be based on nationality***, railway undertakings or ticket vendors shall offer contract conditions and tariffs to the general public without direct or indirect discrimination on the basis of the final customer's nationality or residence, or the place of establishment of the railway undertaking or ticket vendor within the Union.

Or. fr

**Amendment 220**  
**Lucy Anderson, Rory Palmer, Theresa Griffin, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach**

**Proposal for a regulation**  
**Article 5 – paragraph 1**

*Text proposed by the Commission*

Without prejudice to social tariffs, railway undertakings or ticket vendors shall offer contract conditions and tariffs to the general public without direct or indirect discrimination on the basis of the final customer's nationality or residence, or the place of establishment of the railway undertaking or ticket vendor within the Union.

*Amendment*

Without prejudice to social tariffs, railway undertakings, ***tour operators*** or ticket vendors shall offer contract conditions and tariffs to the general public without direct or indirect discrimination on the basis of the final customer's nationality or residence, or the place of establishment of the railway undertaking, ***tour operators*** or ticket vendor within the Union.

Or. en

**Amendment 221**

Lucy Anderson, Rory Palmer, Theresa Griffin, Christine Revault d'Allonnes Bonnefoy, Francisco Assis, Kostadinka Kuneva, Merja Kyllönen, Virginie Rozière, Julia Reda

**Proposal for a regulation**  
**Article 6 – paragraph 1**

*Text proposed by the Commission*

Passengers shall be entitled to take bicycles on board the train, *where* appropriate for *a reasonable fee. They shall keep their bicycles under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations.* The carriage of bicycles *may be refused or restricted for safety or operational reasons, provided that railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for such a refusal or restriction in accordance with Regulation (EU) No 454/2011.*

*Amendment*

Passengers shall be entitled to take bicycles, *whether assembled or not, free of charge* on board the train, *all new or refurbished rolling stock shall include an appropriate designated space* for the carriage of *assembled* bicycles.

Or. en

**Amendment 222**  
**Tania González Peñas**

**Proposal for a regulation**  
**Article 6 – paragraph 1**

*Text proposed by the Commission*

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee. *They* shall keep their bicycles under supervision during the journey and ensure that no inconvenience or damage *is caused* to other passengers, mobility equipment, luggage or rail operations. *The carriage of bicycles may be refused or restricted for safety or operational reasons, provided that* railway

*Amendment*

Passengers shall be entitled to take *assembled* bicycles on board the train, where appropriate for a reasonable fee. *Unless a dedicated area is provided for the storage of bicycles, passengers* shall keep their bicycles under supervision during the journey and ensure that *the bicycles are in a secure enough position to cause* no inconvenience or damage to other passengers, mobility equipment, luggage or

undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for *such a refusal or restriction* in accordance with Regulation (EU) No 454/2011.

rail operations. Railway undertakings, ticket vendors, tour operators and, where appropriate, station managers *should* inform passengers of the conditions for *transporting bicycles on each service* in accordance with Regulation (EU) No 454/2011. *All new or retrofitted rolling stock shall include a dedicated area for assembled bicycles with at least a number of spaces equivalent to 5% of total passenger capacity.*

Or. es

**Amendment 223**  
**Renaud Muselier**

**Proposal for a regulation**  
**Article 6 – paragraph 1**

*Text proposed by the Commission*

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee. They shall keep their bicycles under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations. The carriage of bicycles may be refused or restricted for safety *or operational* reasons, provided that railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for such a refusal or restriction in accordance with Regulation (EU) No 454/2011.

*Amendment*

Passengers shall be entitled to take *non-dismantled* bicycles on board the train, where appropriate for a reasonable fee *or as registered luggage*. They shall, *where possible*, keep their bicycles under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations. The carriage of bicycles may be refused or restricted for safety reasons, provided that railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for such a refusal or restriction *before the purchase of their tickets* in accordance with Regulation (EU) No 454/2011. *All new or reconditioned railway rolling stock must, from 2024, have a space reserved for the transport of bicycles that have not been dismantled.*

Or. fr

### *Justification*

*Provision should be made for cases where bicycles may be left as registered luggage in a separate compartment. Passengers should be duly informed whether or not it is possible to transport their bicycles on board. In order to fully respect the EU's modal shift objectives, future railway rolling stock should provide more space for bicycles.*

#### **Amendment 224**

**Tomasz Piotr Poręba, Kosma Złotowski**

#### **Proposal for a regulation**

##### **Article 6 – paragraph 1**

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

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee. They shall keep their bicycles under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations. The carriage of bicycles may be refused or restricted for safety or operational reasons, ***provided that railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for such a refusal or restriction in accordance with Regulation (EU) No 454/2011.***

###### *Amendment*

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee. They shall keep their bicycles under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations. The carriage of bicycles may be refused or restricted for safety or operational reasons.

Or. en

#### **Amendment 225**

**Georges Bach**

#### **Proposal for a regulation**

##### **Article 6 – paragraph 1**

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

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee. ***They shall keep their***

###### *Amendment*

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee. ***All new passenger rolling***

*bicycles under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations.* The carriage of bicycles *may be refused or restricted for safety or operational reasons, provided that* railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for *such a refusal or restriction* in accordance with Regulation (EU) No 454/2011.

*stock shall include a designated space for* the carriage of bicycles. Railway undertakings, ticket vendors, tour operators and, where appropriate, station managers *should* inform passengers of the conditions for *bicycle carriage on all services* in accordance with Regulation (EU) No 454/2011.

Or. en

### *Justification*

*Bicycles should not be considered an inconvenience. Trains provide a service at a fee, and should accommodate their customers where possible. We need to promote the possibility to travel with a bicycle if we want to be coherent with our policies.*

### **Amendment 226**

**Elżbieta Katarzyna Łukacijewska, Róża Gräfin von Thun und Hohenstein, Marek Plura**

### **Proposal for a regulation**

### **Article 6 – paragraph 1**

#### *Text proposed by the Commission*

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee. *They* shall keep *their bicycles* under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations. The carriage of bicycles may be refused or restricted for safety *or operational* reasons, provided that railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for such a refusal or restriction in accordance with Regulation (EU) No 454/2011.

#### *Amendment*

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee. *Unless a dedicated area is provided for the storage of bicycles, passengers* shall keep *them* under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations. The carriage of bicycles may be refused or restricted for *duly justified* safety reasons, provided that railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for such a refusal or restriction in accordance with Regulation (EU) No 454/2011.

*Justification*

*The current wording leaves much room for interpretation, which could result in railway undertakings restricting the carriage of bicycles for a multitude of reasons to the disadvantage of passengers. Operators should respond to the growing demand for carrying bicycles, especially since most passengers with bicycles opt for taking their journey by rail.*

**Amendment 227****Markus Ferber****Proposal for a regulation****Article 6 – paragraph 1***Text proposed by the Commission*

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee. They shall keep their bicycles under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations. The carriage of bicycles may be refused or restricted for safety or operational reasons, provided that railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for such a refusal or restriction in accordance with Regulation (EU) No 454/2011.

*Amendment*

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee ***or as registered luggage***. ***Where possible***, they shall keep their bicycles under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations. The carriage of bicycles may be refused or restricted for safety or operational reasons, provided that railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for such a refusal or restriction in accordance with Regulation (EU) No 454/2011.

*Justification*

*If bicycles have been registered as luggage, they cannot be kept under supervision all the time.*

**Amendment 228****Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička****Proposal for a regulation**

## Article 6 – paragraph 1

### *Text proposed by the Commission*

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee. They shall keep their bicycles under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations. The carriage of bicycles may be refused or restricted for safety or operational reasons, provided that railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for such a refusal or restriction in accordance with Regulation (EU) No 454/2011.

### *Amendment*

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee. They shall keep their bicycles under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations. The carriage of bicycles may be refused or restricted for safety or operational reasons, provided that railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers, ***at the latest when purchasing the ticket***, of the conditions for such a refusal or restriction in accordance with Regulation (EU) No 454/2011.

Or. en

### *Justification*

*This addition is to make sure that a passenger who, in advance, planned a journey with a bicycle is informed that the bicycle carriage is not permitted before he/she gets to the rail station with it.*

## Amendment 229

Michael Cramer, Karima Delli, Tania González Peñas, Julia Reda

### Proposal for a regulation

#### Article 6 – paragraph 1

### *Text proposed by the Commission*

Passengers shall be entitled to take bicycles ***on board*** the train, where appropriate for a reasonable fee. ***They shall keep their bicycles under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations.*** The carriage of bicycles *may be refused or restricted for safety or*

### *Amendment*

Passengers shall be entitled to take bicycles ***on-board of*** the train, ***including on high speed, long distance and cross-border trains***, where appropriate for a reasonable fee. ***All trains must include a well indicated designated space for the carriage of at least 8 assembled bicycles. Railway undertakings shall comply with this requirement at the latest two years after***

*operational reasons, provided that* railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for *such a refusal or restriction* in accordance with Regulation (EU) No 454/2011.

*the entry into force of this regulation.* Railway undertakings, ticket vendors, tour operators and, where appropriate, station managers *shall* inform passengers of the conditions for *bicycles carriage on all services* in accordance with Regulation (EU) No 454/2011.

Or. en

### *Justification*

*2018 is the 'EU year of multimodality': it is therefore even more important to guarantee that the passenger can always use a bicycle for the first and last miles of the journey. This also contributes to a better quality of rail service offer.*

## **Amendment 230** **Dieter-Lebrecht Koch**

### **Proposal for a regulation** **Article 6 – paragraph 1**

#### *Text proposed by the Commission*

Passengers shall be entitled to take bicycles on board the train, *where appropriate for a reasonable fee*. They shall *keep their bicycles under supervision* during the journey *and ensure* that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations. The carriage of bicycles may be *refused or* restricted for safety *or operational* reasons, provided that railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for such a *refusal or* restriction in accordance with Regulation (EU) No 454/2011.

#### *Amendment*

Passengers shall be entitled to take bicycles on board the train. They shall *ensure* during the journey that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations. The carriage of bicycles may be restricted for safety reasons, provided that railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for such a restriction in accordance with Regulation (EU) No 454/2011. *All new trains and trains to be overhauled shall be provided with a bicycle area.*

Or. de

## **Amendment 231** **István Ujhelyi, Merja Kyllönen, Inés Ayala Sender**

**Proposal for a regulation**  
**Article 6 – paragraph 1**

*Text proposed by the Commission*

Passengers shall be entitled to take bicycles on board the train, where appropriate for a reasonable fee. ***They shall keep their bicycles under supervision during the journey and ensure that no inconvenience or damage is caused to other passengers, mobility equipment, luggage or rail operations.*** The carriage of bicycles ***may be refused or restricted for safety or operational reasons, provided that*** railway undertakings, ticket vendors, tour operators and, where appropriate, station managers inform passengers of the conditions for ***such a refusal or restriction*** in accordance with Regulation (EU) No 454/2011.

*Amendment*

Passengers shall be entitled to take ***assembled*** bicycles on board the train, where appropriate for a reasonable fee. ***All new or refurbished passenger rolling stock shall include a designated space for the carriage of assembled bicycles. The number of bicycle places should equate to at least 1.5% of total passenger capacity with a minimum of 4 spaces.*** Railway undertakings, ticket vendors, tour operators and, where appropriate, station managers ***should*** inform passengers of the conditions for ***bicycle carriage on all services*** in accordance with Regulation (EU) No 454/2011.

Or. en

**Amendment 232**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, Francisco Assis, Kostadinka Kuneva, John Howarth, Evelyne Gebhardt, Merja Kyllönen, Virginie Rozière, Sergio Gaetano Cofferati**

**Proposal for a regulation**  
**Article 7 – paragraph 1**

*Text proposed by the Commission*

1. Obligations towards passengers pursuant to this Regulation may not be limited or waived, notably by a derogation or restrictive clause in the transport contract.

*Amendment*

1. Obligations towards passengers pursuant to this Regulation may not be limited or waived, notably by a derogation or restrictive clause in the transport contract. ***Any contractual conditions which purport directly or indirectly to waive, derogate from or restrict the rights resulting from this Regulation shall not be binding on the passenger.***

Or. en

### *Justification*

*The aim of the recast is to strengthen rail passenger rights and the passenger is in a weaker position of bargaining power versus the undertaking. This addition seeks to clarify the position for the passenger; namely that they shall not be bound by contractual terms which purport directly or indirectly to waive, derogate from or restrict the rights resulting from this Regulation. It is inextricably linked to many amendments, including in particular those on complaints by passengers in article 28 and on enforcement generally in article 32.*

#### **Amendment 233**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Biljana Borzan, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach**

#### **Proposal for a regulation Article 7 – paragraph 2**

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

2. Railway undertakings may offer contract conditions more favourable for the passenger than the conditions laid down in this Regulation.

##### *Amendment*

2. Railway undertakings, ***tour operators or ticket vendors*** may offer contract conditions more favourable for the passenger than the conditions laid down in this Regulation.

Or. en

### *Justification*

*This acknowledges that it is not simply railway undertakings offering tickets to passengers and this does not affect the B2B relationship/freedom of contract between the railway undertakings and tour operators/ticket vendors and is in keeping with the Commission's text in chapter II.*

#### **Amendment 234**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, Biljana Borzan, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Merja Kyllönen, Peter Kouroumbashev, Sergio Gaetano Cofferati**

#### **Proposal for a regulation Article 8 – title**

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

Obligation to provide information concerning discontinuation of services

##### *Amendment*

Obligation to provide information ***and consultation*** concerning discontinuation ***or***

*Justification*

*Bearing in mind the intention of this regulation and the Commission's proposed amendments thereto, to strengthen the rights of persons with disabilities and of persons with reduced mobility, and to improve passenger rights generally, it is important to ensure passengers are treated fairly by railway undertakings. This amendment therefore is inextricably linked to other proposals, including those on information to be provided by undertakings and on non-discrimination against passengers in Art. 1 and related Chapters and all accessibility provisions in Chapter V and otherwise.*

**Amendment 235**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, Francisco Assis, Kostadinka Kuneva, John Howarth, Merja Kyllönen, Virginie Rozière, Sergio Gaetano Cofferati, Marc Tarabella**

**Proposal for a regulation  
Article 8 – paragraph 1**

*Text proposed by the Commission*

Railway undertakings or, where appropriate, competent authorities responsible for a public service railway contract shall make public by appropriate means, including in accessible formats for persons with disabilities in accordance with accessibility requirements laid down in Directive XXX<sup>31</sup>, and before *their* implementation, *decisions* to discontinue services either permanently or temporarily.

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<sup>31</sup> Directive XXX on the approximation of the laws, regulations and administrative provisions of the Member States as regards the accessibility requirements for products and services (European Accessibility Act)

*Amendment*

Railway undertakings or, where appropriate, competent authorities responsible for a public service railway contract shall make public by appropriate means, *and without delay* including in accessible formats for persons with disabilities in accordance with accessibility requirements laid down in Directive XXX<sup>31</sup>, and *in good time* before implementation, *proposals* to discontinue *or substantially reduce* services either permanently or temporarily, *and shall ensure that those proposals are subject to meaningful and proper consultation before any implementation takes place.*

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<sup>31</sup> Directive XXX on the approximation of the laws, regulations and administrative provisions of the Member States as regards the accessibility requirements for products and services (European Accessibility Act)

(OJ L X, X.X.XXXX, p. X).

(OJ L X, X.X.XXXX, p. X).

Or. en

## **Amendment 236**

**Renaud Muselier**

### **Proposal for a regulation**

#### **Article 8 – paragraph 1**

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

Railway undertakings or, where appropriate, competent authorities responsible for a public service railway contract shall make public by appropriate means, including in accessible formats for persons with disabilities in accordance with accessibility requirements laid down in Directive XXX, and before their implementation, decisions to discontinue services either permanently or temporarily .

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Directive XXX on the approximation of the laws, regulations and administrative provisions of the Member States as regards the accessibility requirements for products and services (European Accessibility Act) (OJ L X, X.X.XXXX, p. X).

##### *Amendment*

Railway undertakings or, where appropriate, competent authorities responsible for a public service railway contract shall make public by appropriate means ***and without delay***, including in accessible formats for persons with disabilities in accordance with accessibility requirements laid down in Directive XXX ***and in Regulation No 1300/2014***, and before their implementation, decisions to discontinue services either permanently or temporarily .

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Directive XXX on the approximation of the laws, regulations and administrative provisions of the Member States as regards the accessibility requirements for products and services (European Accessibility Act) (OJ L X, X.X.XXXX, p. X).

Or. fr

##### *Justification*

*The regulation should also refer to Commission Regulation (EU) No 1300/2014, on which investment plans in the sector are now based, in order to meet the accessibility requirements for persons with disabilities or people with reduced mobility,*

## **Amendment 237**

**Tania González Peñas**

**Proposal for a regulation**  
**Article 8 – paragraph 1**

*Text proposed by the Commission*

Railway undertakings or, where appropriate, competent authorities responsible for a public service railway contract shall make public by appropriate means, ***including in*** accessible formats for persons with disabilities in accordance with accessibility requirements laid down in Directive XXX<sup>31</sup>, and before their implementation, decisions to discontinue services either permanently or temporarily .

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<sup>31</sup> Directive XXX on the approximation of the laws, regulations and administrative provisions of the Member States as regards the accessibility requirements for products and services (European Accessibility Act) (OJ L X, X.X.XXXX, p. X).

*Amendment*

Railway undertakings or, where appropriate, competent authorities responsible for a public service railway contract shall make public by appropriate means, ***with particular focus on*** accessible formats for persons with disabilities in accordance with accessibility requirements laid down in Directive XXX<sup>31</sup> ***as soon as possible***, and before their implementation, decisions to discontinue services either permanently or temporarily.

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<sup>31</sup> Directive XXX on the approximation of the laws, regulations and administrative provisions of the Member States as regards the accessibility requirements for products and services (European Accessibility Act) (OJ L X, X.X.XXXX, p. X).

Or. es

**Amendment 238**  
**Tomasz Piotr Poręba, Kosma Złotowski**

**Proposal for a regulation**  
**Article 8 – paragraph 1**

*Text proposed by the Commission*

Railway undertakings or, where appropriate, competent authorities responsible for a public service railway contract shall make public by appropriate means, including in accessible formats for persons with disabilities in accordance with accessibility requirements laid down in ***Directive XXX***<sup>31</sup> , and before their implementation, decisions to discontinue services ***either permanently or***

*Amendment*

Railway undertakings or, where appropriate, competent authorities responsible for a public service railway contract shall make public by appropriate means, including in accessible formats for persons with disabilities in accordance with accessibility requirements laid down in ***Regulation 1300/2014***, and before their implementation, decisions to discontinue services.

temporarily.

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<sup>31</sup> *Directive XXX on the approximation of the laws, regulations and administrative provisions of the Member States as regards the accessibility requirements for products and services (European Accessibility Act) (OJ L X, X.X.XXXX, p. X).*

Or. en

**Amendment 239**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Article 9 – paragraph 1**

*Text proposed by the Commission*

1. ***Railway undertakings and*** ticket vendors ***offering transport contracts on behalf of one or more railway undertakings*** shall provide the passenger, upon request, with at least the information set out in Annex II, Part I in relation to the ***journeys for which a transport contract is offered by the railway undertaking concerned***. Ticket vendors ***offering transport contracts on their own account, and tour operators***, shall provide ***this*** information ***where available***.

*Amendment*

1. ***Without prejudice to Article 10, all*** ticket vendors shall provide the passenger, upon request, with at least the information set out in Annex II, Part I in relation to the ***most optimal single rail journey. This should happen in an impartial and non-discriminatory manner***. Railway undertakings' in-house ticket vendors ***should enable this for optimal single rail journeys within their home Member State as well as at least for journeys to and from neighbouring Union Member States. Independent, third party ticket vendors should enable this for optimal single rail journeys across the whole Union***. Ticket vendors shall provide ***the above*** information ***using data provided to them by railway undertakings in accordance with paragraph 2***.

Or. en

### *Justification*

*For the internal logic of the text, passengers need to be able to receive information for the most optimal one-way rail journey (e.g. cheapest or fastest) between any two rail stations, regardless of who provides the transport contract and information. For reasons of legal certainty, the manner in which information is provided, and the rights and obligations of independent third party ticket vendors needs to be clearly specified, in order to clarify the matter of liability.*

#### **Amendment 240**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička, Gesine Meissner**

#### **Proposal for a regulation**

#### **Article 9 – paragraph 1**

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

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall provide the passenger, upon request, with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. Ticket vendors offering transport contracts on their own account, and tour operators, shall provide this information *where available*.

##### *Amendment*

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall provide the passenger, upon request, with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. ***For this purpose, railway undertakings shall provide this information to ticket vendors and other railway undertakings, selling their service.*** Ticket vendors offering transport contracts on their own account, and tour operators, shall provide this information

Or. en

### *Justification*

*When a ticket vendor or a railway undertaking sells a ticket on behalf of another railway undertaking, they need to receive from the railway undertaking operating the service the information contained in Annex II part I in order to comply with the requirements set out in this paragraph and in the annex II part I and accurately inform the passengers.*

#### **Amendment 241**

Lucy Anderson, Rory Palmer, Theresa Griffin, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Virginie Rozière, Marc Tarabella

**Proposal for a regulation**  
**Article 9 – paragraph 1**

*Text proposed by the Commission*

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall provide the passenger, ***upon request***, with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. ***Ticket vendors offering transport contracts on their own account, and tour operators, shall provide this information where available.***

*Amendment*

1. Railway undertakings, ***tour operators*** and ticket vendors offering transport contracts ***on their own behalf or*** on behalf of one or more railway undertakings shall provide the passenger with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned.

Or. en

*Justification*

*In order to keep with the internal logic and the aims of the Regulation, it is important to ensure that customers receive accurate and timely information about their journey from the relevant retailer of their ticket. This is inextricably linked to the provisions on information including Annex II as a whole.*

**Amendment 242**  
**Marek Plura, Róza Gräfin von Thun und Hohenstein**

**Proposal for a regulation**  
**Article 9 – paragraph 1**

*Text proposed by the Commission*

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall provide the passenger, ***upon request***, with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. Ticket vendors offering transport contracts on

*Amendment*

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall ***routinely*** provide the passenger with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. Ticket vendors offering transport contracts on

their own account, and tour operators, shall provide this information where available.

their own account, and tour operators, shall provide this information where available.

Or. en

#### *Justification*

*Accessible travel information, including real-time travel information and timetable information displayed both at the station and on board of trains, should be made routinely available, and not only upon request. This is important for example for persons who are deaf, hard of hearing or visually impaired. Accessible information should also be available through a range of means.*

*It should also be clearly advertised that information is available in accessible formats.*

### **Amendment 243**

**Marek Plura**

#### **Proposal for a regulation**

#### **Article 9 – paragraph 1**

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

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall provide the passenger, ***upon request***, with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. Ticket vendors offering transport contracts on their own account, and tour operators, shall provide this information where available.

##### *Amendment*

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall ***routinely*** provide the passenger with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. Ticket vendors offering transport contracts on their own account, and tour operators, shall provide this information where available.

Or. en

#### *Justification*

*Accessible travel information, including real-time travel information and timetable information displayed both at the station and on board of trains, should be made routinely available, and not only upon request. This is important for example for persons who are deaf, hard of hearing or visually impaired. Accessible information should also be available through a range of means. It should also be clearly advertised that information is available in accessible formats.*

## Amendment 244

Mark Demesmaecker, Helga Stevens, Jana Žitňanská

### Proposal for a regulation

#### Article 9 – paragraph 1

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

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall provide the passenger, upon request, with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. Ticket vendors offering transport contracts on their own account, and tour operators, shall provide this information where available.

##### *Amendment*

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall ***routinely*** provide the passenger, upon request, with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. Ticket vendors offering transport contracts on their own account, and tour operators, shall provide this information where available.

Or. en

##### *Justification*

*This amendment is essential for the internal coherence of the text.*

## Amendment 245

Jana Žitňanská, Peter van Dalen

### Proposal for a regulation

#### Article 9 – paragraph 1

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

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall provide the passenger, ***upon request***, with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. Ticket vendors offering transport contracts on their own account, and tour operators, shall provide this information where available.

##### *Amendment*

1. ***1.*** Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall ***routinely*** provide the passenger with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. Ticket vendors offering transport contracts on their own account, and tour operators, shall provide this information where available.

*Justification*

*Accessible travel information should be made routinely available, and not only upon request. This is important for example for persons who are deaf, hard of hearing or visually impaired. This amendment is necessary to provide the additional clarification to the rights of passengers with disabilities and is relating to other amendments concerning the obligations of railway undertaking and ticket vendors. This amendment is therefore essential to the internal logic of the text.*

**Amendment 246**

**Rosa Estaràs Ferragut, Luis de Grandes Pascual**

**Proposal for a regulation****Article 9 – paragraph 1***Text proposed by the Commission*

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall provide the passenger, *upon request*, with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. Ticket vendors offering transport contracts on their own account, and tour operators, shall provide this information where available.

*Amendment*

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall *routinely* provide the passenger with at least the information set out in Annex II, Part I in relation to the journeys for which a transport contract is offered by the railway undertaking concerned. Ticket vendors offering transport contracts on their own account, and tour operators, shall provide this information where available.

*Justification*

*Accessible travel information, including real-time travel information and timetable information displayed both at the station and on board of trains, should be made routinely available, and not only upon request. This is important for example for persons who are deaf, hard of hearing or visually impaired. Accessible information should also be available through a range of means. It should also be clearly advertised that information is available in accessible formats.*

**Amendment 247**

**Renaud Muselier**

**Proposal for a regulation**  
**Article 9 – paragraph 1**

*Text proposed by the Commission*

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall provide the passenger, ***upon request***, with at least the information set out in Annex II, Part I in relation to the journeys for which ***a transport contract is*** offered by the railway undertaking concerned. Ticket vendors ***offering transport contracts on their own account***, and tour operators, shall provide this information ***where*** available.

*Amendment*

1. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall routinely provide the passenger with at least the information set out in Annex II, Part I in relation to the journeys for which ***one or several transport contracts are*** offered by the railway undertaking concerned. Ticket vendors and tour operators shall ***also*** provide this information, ***which shall be made available by railway undertakings in accordance with paragraph 5.***

Or. fr

*Justification*

*Ticket vendors can only provide the information requested if railway undertakings have disclosed it to them. This amendment is directly linked to the obligations of railway undertakings to make their real-time data available to ticket vendors (Article 9(4)) and is therefore necessary for the consistency of Article 9 as a whole.*

**Amendment 248**

**Jens Rohde, Matthijs van Miltenburg, Pavel Telička, Gesine Meissner**

**Proposal for a regulation**  
**Article 9 – paragraph 2**

*Text proposed by the Commission*

2. Railway undertakings ***and, where possible, ticket vendors*** shall provide the passenger during the journey, including at connecting stations, with at least the information set out in Annex II, Part II.

*Amendment*

2. Railway undertakings shall provide the passenger during the journey, including at connecting stations, with at least the information set out in Annex II, Part II. ***The same shall apply to ticket vendors except in cases where they do not have the possibility to connect with the passenger and inform him/her. For the purpose of this paragraph, railway undertaking shall provide information set out in Annex II, Part II to ticket vendors and other railway***

*undertakings, selling its service.*

Or. en

*Justification*

*This addition reflects the deletion of “or” in Annex II, Part I and II where both railway undertakings and ticket vendors must provide a certain type of information to passengers. When a ticket vendor or a railway undertaking sells a ticket on behalf of another railway undertaking, they need to receive from the railway undertaking operating the service the information contained in Annex II Part II to comply with this requirement. Where ticket vendors do not have any contact to the passenger to whom they sold the ticket, they are exempted from providing information set out in Annex II, Part II.*

**Amendment 249**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Article 9 – paragraph 2**

*Text proposed by the Commission*

2. Railway undertakings ***and, where possible, ticket vendors*** shall provide the passenger during the journey , including at connecting stations, with at least the information set out in Annex II, Part II.

*Amendment*

2. Railway undertakings shall provide the passenger during the journey , including at connecting stations, with at least the information set out in Annex II, Part II. ***Ticket vendors shall also provide this information using data provided by railway undertakings according to paragraph 3.***

Or. en

*Justification*

*Passengers should receive access to the same key rail data whatever platform she or he turns to, regardless what ticket vendor or digital platform she or he turns to for information. But ticket vendors can only provide the information requested if railway undertakings and infrastructure managers have disclosed it to them.*

**Amendment 250**  
**Lucy Anderson, Rory Palmer, Theresa Griffin, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach**

**Proposal for a regulation**

## Article 9 – paragraph 2

*Text proposed by the Commission*

2. Railway undertakings and, where possible, ticket vendors shall provide the passenger during the journey, including at connecting stations, with at least the information set out in Annex II, Part II.

*Amendment*

2. Railway undertakings and, where possible, ***tour operators and*** ticket vendors shall provide the passenger during the journey, including at connecting stations, with at least the information set out in Annex II, Part II.

Or. en

## Amendment 251

**Marek Plura, Elżbieta Katarzyna Łukacijewska, Róża Gräfin von Thun und Hohenstein**

### Proposal for a regulation

#### Article 9 – paragraph 2

*Text proposed by the Commission*

2. Railway undertakings and, ***where possible***, ticket vendors shall provide the passenger during the journey, including at connecting stations, with at least the information set out in Annex II, Part II.

*Amendment*

2. Railway undertakings and ticket vendors shall provide the passenger during the journey, including at connecting stations, with at least the information set out in Annex II, Part II.

Or. en

### *Justification*

*Accessible travel information, including real-time travel information and timetable information displayed both at the station and on board of trains, should be made routinely available, and not only upon request. This is important for example for persons who are deaf, hard of hearing or visually impaired. Accessible information should also be available through a range of means.*

*It should also be clearly advertised that information is available in accessible formats.*

## Amendment 252

**Dieter-Lebrecht Koch**

### Proposal for a regulation

#### Article 9 – paragraph 2

*Text proposed by the Commission*

2. Railway undertakings **and, where possible, ticket vendors** shall provide the passenger during the journey, including at connecting stations, with at least the information set out in Annex II, Part II.

*Amendment*

2. Railway undertakings shall provide the passenger during the journey, including at connecting stations, with at least the information set out in Annex II, Part II.

Or. de

**Amendment 253**

**Markus Ferber**

**Proposal for a regulation**

**Article 9 – paragraph 2**

*Text proposed by the Commission*

2. Railway undertakings **and, where possible, ticket vendors** shall provide the passenger during the journey, including at connecting stations, with at least the information set out in Annex II, Part II.

*Amendment*

2. Railway undertakings shall provide the passenger during the journey, including at connecting stations, with at least the information set out in Annex II, Part II.

Or. de

*Justification*

*Requiring them to provide information during the journey would create unreasonable extra work for ticket vendors. Railway undertakings have both the actual information and the technology to communicate it more effectively and sooner during journeys.*

**Amendment 254**

**Tania González Peñas**

**Proposal for a regulation**

**Article 9 – paragraph 2**

*Text proposed by the Commission*

2. Railway undertakings and, **where possible**, ticket vendors shall provide the passenger during the journey , including at connecting stations, with at least the

*Amendment*

2. Railway undertakings and ticket vendors shall provide the passenger during the journey , including at connecting stations, with at least the information set

information set out in Annex II, Part II.

out in Annex II, Part II.

Or. es

#### **Amendment 255**

**Elissavet Vozemberg-Vrionidi**

#### **Proposal for a regulation**

#### **Article 9 – paragraph 2**

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

2. Railway undertakings and, where possible, ticket vendors shall provide the passenger during the journey , including at connecting stations, with at least the information set out in Annex II, Part II.

##### *Amendment*

2. Railway undertakings and ticket vendors shall provide the passenger during the journey, including at connecting stations, with at least the information set out in Annex II, Part II.

Or. el

##### *Justification*

*The information contained in Annex II, Part II, should be provided to passengers.*

#### **Amendment 256**

**Renaud Muselier**

#### **Proposal for a regulation**

#### **Article 9 – paragraph 2**

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

2. Railway undertakings and, **where possible**, ticket vendors shall provide the passenger during the journey , including at connecting stations, with at least the information set out in Annex II, Part II.

##### *Amendment*

2. Railway undertakings and **online** ticket vendors shall provide the passenger during the journey , including at connecting stations, with at least the information set out in Annex II, Part II.

Or. fr

### *Justification*

*A distinction should be made between counter ticket vendors and online ticket vendors who are the only ones able to provide the information mentioned in Annex II, Part II, during the journey.*

#### **Amendment 257**

**Mark Demesmaeker, Helga Stevens, Jana Žitňanská, Peter van Dalen**

#### **Proposal for a regulation**

##### **Article 9 – paragraph 2**

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

2. Railway undertakings and, **where possible**, ticket vendors shall provide the passenger during the journey , including at connecting stations, with at least the information set out in Annex II, Part II.

###### *Amendment*

2. Railway undertakings and ticket vendors shall provide the passenger during the journey , including at connecting stations, with at least the information set out in Annex II, Part II.

Or. en

#### **Amendment 258**

**Rosa Estaràs Ferragut, Luis de Grandes Pascual**

#### **Proposal for a regulation**

##### **Article 9 – paragraph 2**

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

2. Railway undertakings and, **where possible**, ticket vendors shall provide the passenger during the journey , including at connecting stations, with at least the information set out in Annex II, Part II.

###### *Amendment*

2. Railway undertakings and ticket vendors shall provide the passenger during the journey , including at connecting stations, with at least the information set out in Annex II, Part II.

Or. en

### *Justification*

*Accessible travel information, including real-time travel information and timetable information displayed both at the station and on board of trains, should be made routinely available, and not only upon request. This is important for example for persons who are deaf, hard of hearing or visually impaired. Accessible information should also be available through*

*a range of means. It should also be clearly advertised that information is available in accessible formats.*

**Amendment 259**  
**Renaud Muselier**

**Proposal for a regulation**  
**Article 9 – paragraph 3**

*Text proposed by the Commission*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX *and* Regulation 454/2011 .

*Amendment*

3. The information referred to in paragraphs 1 and 2 shall be provided *to passengers and online ticket vendors by railway undertakings* in the most appropriate format *and in real time*, including by using up-to-date communication technologies *in order to provide passengers with all the information required by Annex II to this Regulation*. Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX, Regulation 454/2011 *and Regulation 1300/2014*.

Or. fr

*Justification*

*In order for passengers to receive the best possible information in real time, all actors involved in ticket sales should be in possession of the necessary information.*

**Amendment 260**  
**Marek Plura, Elżbieta Katarzyna Łukacijewska, Róża Gräfin von Thun und Hohenstein**

**Proposal for a regulation**  
**Article 9 – paragraph 3**

*Text proposed by the Commission*

3. The information referred to in paragraphs 1 and 2 shall be provided in the

*Amendment*

3. The information referred to in paragraphs 1 *and 2* shall be provided in the

most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and **Regulation 454/2011** .

most appropriate format including by using up-to-date communication technologies. Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and **Regulation 454/2011. The availability of accessible formats should be clearly advertised.**

Or. en

### *Justification*

*Accessible travel information, including real-time travel information and timetable information displayed both at the station and on board of trains, should be made routinely available, and not only upon request. This is important for example for persons who are deaf, hard of hearing or visually impaired. Accessible information should also be available through a range of means.*

*It should also be clearly advertised that information is available in accessible formats.*

### **Amendment 261**

**Lucy Anderson, Rory Palmer, Kathleen Van Brempt, Theresa Griffin, Olga Sehnalová, Francisco Assis, Kostadinka Kuneva, John Howarth, Merja Kyllönen, Virginie Rozière, Marc Tarabella**

### **Proposal for a regulation**

### **Article 9 – paragraph 3**

#### *Text proposed by the Commission*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and Regulation 454/2011 .

#### *Amendment*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies **and in writing where possible**. Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and Regulation 454/2011. **The availability of accessible formats shall be clearly advertised.**

**Amendment 262**  
**Elissavet Vozemberg-Vrionidi**

**Proposal for a regulation**  
**Article 9 – paragraph 3**

*Text proposed by the Commission*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and Regulation 454/2011 .

*Amendment*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and Regulation 454/2011. ***The availability of accessible formats should be clearly publicised.***

Or. el

*Justification*

*The information should be available and easily accessible to the public and publicised in a range of different media accessible to all.*

**Amendment 263**  
**Rosa Estaràs Ferragut, Luis de Grandes Pascual**

**Proposal for a regulation**  
**Article 9 – paragraph 3**

*Text proposed by the Commission*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid

*Amendment*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid

down in Directive XXX and Regulation 454/2011 .

down in Directive XXX and Regulation 454/2011. ***The availability of accessible formats should be clearly advertised.***

Or. en

*Justification*

*Accessible travel information, including real-time travel information and timetable information displayed both at the station and on board of trains, should be made routinely available, and not only upon request. This is important for example for persons who are deaf, hard of hearing or visually impaired. Accessible information should also be available through a range of means. It should also be clearly advertised that information is available in accessible formats.*

**Amendment 264**

**Mark Demesmaeker, Helga Stevens**

**Proposal for a regulation**

**Article 9 – paragraph 3**

*Text proposed by the Commission*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and Regulation 454/2011 .

*Amendment*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and Regulation 454/2011. ***The availability of accessible formats should be clearly advertised.***

Or. en

*Justification*

*Accessible travel information should be made routinely available and not only upon request. This is important, for example, for persons who are deaf, hard of hearing or visually impaired.*

**Amendment 265**

**Michael Cramer, Karima Delli, Julia Reda**

**Proposal for a regulation**  
**Article 9 – paragraph 3**

*Text proposed by the Commission*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and Regulation 454/2011 .

*Amendment*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate ***and easily accessible*** format including by using up-to-date ***and real time*** communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and Regulation 454/2011 .

Or. en

**Amendment 266**  
**Ádám Kósa, Andor Deli**

**Proposal for a regulation**  
**Article 9 – paragraph 3**

*Text proposed by the Commission*

(3) The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and Regulation 454/2011 .

*Amendment*

(3) The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible ***and comprehensible*** to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and Regulation 454/2011.

Or. hu

**Amendment 267**  
**Georges Bach**

**Proposal for a regulation**

## Article 9 – paragraph 3

### *Text proposed by the Commission*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and Regulation 454/2011 .

### *Amendment*

3. The information referred to in paragraphs 1 and 2 shall be provided in ***real-time using*** the most appropriate format including by using up-to-date communication technologies. Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in Directive XXX and Regulation 454/2011 .

Or. en

## Amendment 268

Tomasz Piotr Poręba, Kosma Złotowski

### Proposal for a regulation

#### Article 9 – paragraph 3

### *Text proposed by the Commission*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in ***Directive XXX*** and Regulation 454/2011 .

### *Amendment*

3. The information referred to in paragraphs 1 and 2 shall be provided in the most appropriate format including by using up-to-date communication technologies . Particular attention shall be paid to ensuring that this information is accessible to persons with disabilities in accordance with the accessibility requirements laid down in ***Regulation 1300/2014*** and Regulation 454/2011 .

Or. en

## Amendment 269

Michael Cramer, Karima Delli, Julia Reda

### Proposal for a regulation

#### Article 9 – paragraph 4

*Text proposed by the Commission*

*Amendment*

4. Station managers and infrastructure managers shall make real-time data relating to trains, including those operated by other railway undertakings available to railway undertakings and ticket vendors, in a non-discriminatory manner.

4. Station managers and infrastructure managers shall make real-time data relating to trains, including those operated by other railway undertakings available to railway undertakings and ticket vendors, in a non-discriminatory manner. ***They shall communicate in real-time any delays or changes that may occur to passengers.***

Or. en

*Justification*

*The communication on delays or changes is only efficient and useful if it happens in real time.*

**Amendment 270**

**Claudia Schmidt, Lucy Anderson**

**Proposal for a regulation**

**Article 9 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

4. ***Station managers*** and infrastructure managers shall make real-time data relating to trains, including those operated by other railway undertakings available to railway undertakings and ticket vendors, in a non-discriminatory manner.

4. ***Railway undertakings*** and infrastructure managers shall make real-time data relating to trains, including those operated by other railway undertakings available to railway undertakings and ticket vendors, in a non-discriminatory manner. ***This is so that ticket vendors can provide passengers with all information as required by this Regulation.***

Or. en

*Justification*

*Passengers should receive access to the same key rail data whatever platform she or he turns to, regardless what ticket vendor or digital platform she or he turns to for information. But ticket vendors can only provide the information requested if railway undertakings and infrastructure managers have disclosed it to them.*

**Amendment 271**  
**Renaud Muselier**

**Proposal for a regulation**  
**Article 9 – paragraph 4**

*Text proposed by the Commission*

4. **Station** managers and infrastructure managers shall make real-time data relating to trains, including those operated by other railway undertakings available to railway undertakings and ticket vendors, in a non-discriminatory manner.

*Amendment*

4. **Railway undertakings, station** managers and infrastructure managers shall make real-time data relating to trains ***referred to in Annex II to this Regulation***, including those operated by other railway undertakings available to railway undertakings and ticket vendors, in a non-discriminatory manner.

Or. fr

*Justification*

*It is necessary to specify the type of real-time data that ticket vendors and railway undertakings need in order to provide the best possible information to passengers.*

**Amendment 272**  
**Markus Ferber**

**Proposal for a regulation**  
**Article 9 – paragraph 4**

*Text proposed by the Commission*

4. Station managers and infrastructure managers shall make real-time data relating to trains, including those operated by other railway undertakings available to railway undertakings ***and ticket vendors***, in a non-discriminatory manner.

*Amendment*

4. Station managers and infrastructure managers shall, ***as far as possible***, make real-time data relating to trains, including those operated by other railway undertakings, available to railway undertakings, in a non-discriminatory manner.

Or. de

*Justification*

*Real-time transmission is not possible everywhere, given that the necessary infrastructure (especially where small operators are concerned) might not exist. Ticket vendors should be*

*excluded, since, firstly, they should not be obliged to supply information while a journey is in progress. Secondly, setting up a service of this kind is too much to ask of SMEs.*

**Amendment 273**  
**Renaud Muselier**

**Proposal for a regulation**  
**Article 9 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***4a. Railway undertakings must provide ticket vendors with the information referred to in Annex II, in real time and in an appropriate format, with a machine-readable technical interface, using in particular the most advanced communication technologies, in order to provide passengers with all the information required by this Regulation.***

Or. fr

*Justification*

*In order to meet the obligations laid down in this Regulation, ticket vendors need access to the information referred to in Annex II. This amendment is necessary in order to clarify the provisions in Article 9(4) which require railway undertakings to provide ticket vendors with their data in real time.*

**Amendment 274**  
**Mark Demesmaeker, Anneleen Van Bossuyt**

**Proposal for a regulation**  
**Article 9 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

***4a. Railway undertakings and ticket vendors offering transport contracts on behalf of one or more railway undertakings shall provide passengers with information on any connections with other transport modes.***

*Justification*

*This amendment is inextricably linked to article 9 and article 14.*

**Amendment 275**

**Christine Revault d'Allonnes Bonnefoy, Lucy Anderson**

**Proposal for a regulation**

**Article 9 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**4a.      *Railway undertakings shall supply ticket vendors with the information set out in Annex II on a real time basis so as to eliminate any kind of discrimination between passengers.***

Or. xm

*Justification*

*This amendment is intrinsically linked to Article 3 point 15 on missed connections and point 8 on through-tickets.*

*In this context, this amendment aims to ensure that the text reflects the obligations arising in the event of missed connections in order to strengthen the consistency of the text, in particular in relation to the provisions relating to through-tickets.*

**Amendment 276**

**Olga Sehnalová, Lucy Anderson**

**Proposal for a regulation**

**Article 9 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**4a.      *Railway undertakings in cooperation with station managers and infrastructure managers shall indicate in timetables information about accessible train connections and stations.***

*Justification*

*This amendment is related to the Article 1. This information should facilitate travelling by train for persons with disabilities and persons with reduced mobility.*

**Amendment 277**

**Michael Cramer, Lucy Anderson, Karima Delli, Keith Taylor, Tania González Peñas, Julia Reda**

**Proposal for a regulation**

**Article 9 – paragraph 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**4a. Rail travel publicity, booking information as well as tickets shall mention the data on emissions as well as the energy consumption and source of a train journey.**

Or. en

*Justification*

*The right of the passenger to be informed about the consequences of his travelling on the environment, the climate and energy consumption corresponds to targets of the EU that are on the top of its agenda and will help the citizen to contribute to achieve these goals. This is coherent with the EU targets on emissions and energy consumption reduction as well as the need for behavioural change. It also corresponds to the CRS regulation 2009/80, Recital 16, and the initiative 29 of the EC White Paper on transport of 2011.*

**Amendment 278**

**Michael Cramer, Karima Delli, Julia Reda, Jakop Dalunde**

**Proposal for a regulation**

**Article 9 – paragraph 4 b (new)**

*Text proposed by the Commission*

*Amendment*

**4b. Railway undertakings shall further make available all travel information**

*referred to in this Article to computer reservation systems (CRS), tour operators and ticket vendors in a non-discriminatory and accessible manner. Data shall be made available in openly standardised, machine-readable formats through application programming interfaces (API).*

Or. en

*Justification*

*This open data obligation will boost the realisation of through-ticketing and intermodal travelling. It strengthens considerably the through-ticketing approach, as proposed by the Commission.*

**Amendment 279**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Article 10 – title**

*Text proposed by the Commission*

*Amendment*

Availability of *tickets, through-tickets and reservations*

Availability of *optimal single rail journeys*

Or. en

*Justification*

*The optimal single rail journey is inextricably linked to Recital 2 with regard to the "effectiveness of rail passenger services" as well as the superseding goal of increasing "the share of rail transport in relation to other modes of transport." The "Availability of tickets, through-tickets and reservations" does not necessarily provide "a level playing field for railway undertakings and guarantee a uniform level of rights for passengers", which is referred to in Recital 5 (new).*

**Amendment 280**  
**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička**

**Proposal for a regulation**  
**Article 10 – paragraph 1**

1. Railway undertakings and ticket vendors shall offer tickets and, where available, ***through-tickets and*** reservations. They shall ***make all possible efforts to*** offer through-tickets, including for journeys across borders and with more than one railway undertaking.

1. Railway undertakings and ticket vendors shall offer tickets and, where available reservations. They shall offer through-tickets, including for journeys across borders and with more than one railway undertaking, ***where according to the time schedules known at the time of the purchase of the ticket, there is time for the passenger to transfer between one service to another. Ticket vendors and railway undertakings shall make available to station managers, infrastructure managers, and each other the data concerning sold tickets and the related passengers on a real-time basis in a non-discriminatory way, in line with the General Data Protection Regulation (EU) 2016/679*** <sup>1a</sup>.

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<sup>1a</sup> ***Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC, OJ L 119, 4.5.2016.***

Or. en

*Justification*

*The rights of a passenger should not stop when changing from one train to another regardless the undertaking operating the service. Therefore, whenever there is time for a passenger to transfer between one rail service to another, the passenger should be considered in possession of a through-ticket. For ticket vendors and railway undertakings to provide information and assistance to passengers, they must know sold tickets and the related passengers in a real time. The same information is important for station managers and infrastructure managers in case of disruption.*

**Amendment 281**

**Nicola Caputo, Lucy Anderson, Miltiadis Kyrkos, István Ujhelyi, Theresa Griffin**

**Proposal for a regulation**  
**Article 10 – paragraph 1**

*Text proposed by the Commission*

1. Railway undertakings and ticket vendors shall offer tickets and, where available, through-tickets and reservations. They shall make all possible efforts to offer through-tickets, including for journeys across borders and with more than one railway undertaking.

*Amendment*

1. Railway undertakings and ticket vendors shall offer tickets and, where available, through-tickets and reservations. They shall make all possible efforts to offer through-tickets, including for journeys across borders and with more than one railway undertaking. ***The European Commission should closely monitor market developments on through-tickets and present a report to the European Parliament and the Council, accompanied if necessary by legislative proposals, by 31 December 2022, in line with article 13a of Directive (EU) 2016/2370 <sup>1a</sup>.***

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***<sup>1a</sup> Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure, OJ L 352, 23.12.2016. Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure, OJ L 352, 23.12.2016.***

Or. en

*Justification*

*This Regulation should further stress the objectives, established a year ago in the 4th Railway Package, of improving the offer of through-tickets to rail customers, i.e. by 31 December 2022, the Commission will report to the Parliament on the ongoing initiatives by ticket vendors and railway undertakings to increase through-ticketing and, if necessary, prepare legislative proposals on the subject.*

**Amendment 282**  
**David-Maria Sassoli, Isabella De Monte**

**Proposal for a regulation**  
**Article 10 – paragraph 1**

*Text proposed by the Commission*

1. Railway undertakings and ticket vendors shall offer tickets and, where available, through-tickets and reservations. They shall make all possible efforts to offer through-tickets, including for journeys across borders and with more than one railway undertaking.

*Amendment*

1. Railway undertakings and ticket vendors shall offer tickets and, where available, through-tickets and reservations. They shall make all possible efforts to offer through-tickets, including for journeys across borders and with more than one railway undertaking. ***In accordance with Directive (EU) 2016/2370<sup>1a</sup>, the European Commission shall monitor rail market developments on common information and through-ticketing and present a report to the European Parliament and the Council by 31 December 2022, accompanied, if necessary, by legislative proposals.***

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***<sup>1a</sup> Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure, OJ L 352, 23.12.2016. Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure, OJ L 352, 23.12.2016.***

Or. en

*Justification*

*The present regulation shall not undermine the objectives established by the 4th Railway Package and ensure legislative stability. The Commission is already required to report to the Parliament on through-ticketing by 21 December 2022.*

#### Amendment 283

Lucy Anderson, Rory Palmer, Theresa Griffin, Christine Revault d'Allonnes Bonnefoy, Biljana Borzan, Francisco Assis, Kostadinka Kuneva, John Howarth, Evelyne Gebhardt, Merja Kyllönen, Virginie Rozière, Marc Tarabella

#### Proposal for a regulation

##### Article 10 – paragraph 1

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

1. Railway undertakings and ticket vendors shall offer tickets ***and, where available***, through-tickets ***and*** reservations. They shall make all possible efforts to offer ***through-tickets***, including for journeys across borders ***and*** with more than one railway undertaking.

###### *Amendment*

1. Railway undertakings, ***tour operators*** and ticket vendors shall offer tickets, through-tickets, reservations ***and combinations of tickets that provide the most optimal and cost-effective journey or combined journey, including cross-border, in an impartial and non-discriminatory manner***. They shall make all possible efforts to offer ***through-tickets***, including for journeys across borders ***or involving night trains and journeys*** with more than one railway undertaking.

Or. en

#### Amendment 284

Michael Cramer, Dieter-Lebrecht Koch, Karima Delli, Keith Taylor, Tania González Peñas, Julia Reda, Jakop Dalunde

#### Proposal for a regulation

##### Article 10 – paragraph 1

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

1. Railway undertakings and ticket vendors shall offer tickets ***and, where available***, through-tickets and reservations. ***They shall make all possible efforts to offer through-tickets***, including for journeys across borders and with more than one railway undertaking.

###### *Amendment*

1. Railway undertakings and ticket vendors shall offer tickets through-tickets and reservations, including for journeys across borders and with more than one railway undertaking, ***at the latest one year after the entry into force of this Regulation. Booking these tickets shall be well accessible and non-discriminatory for persons with disabilities and persons***

*with reduced mobility.*

Or. en

**Amendment 285**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Article 10 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

1. ***Railway undertakings and*** ticket vendors shall ***offer tickets and, where available, through-tickets and reservations. They shall make all possible efforts to offer through-tickets, including for journeys across borders and with more than one railway undertaking.***

1. Ticket vendors shall ***show and sell optimal single rail*** journeys.

Or. en

*Justification*

*Passengers should receive access to the same key rail data whatever ticket vendor she or he turns to. Digitalisation already enables successive railway services operated by one or more railway undertakings to be easily put together to provide the most optimal (e.g. cheapest or fastest) single journey between any two rail stations, regardless whether there is one ticket or separate successive tickets for that journey. The new proposed “burden of proof” addition in the recast means that ticket vendors that provide this innovation make themselves liable for missed connections and delay compensation unless they ‘warn’ passengers that their rights are not valid for the entire journey (in the cases where two separate, successive tickets are merged). It is problematic that, if ticket vendors refuse to communicate such a ‘warning’ – after all, it is proven that merging separate, successive tickets will boost demand for the rail sector and help it to grow -, it would make them liable for delays caused by others (Railway undertakings and infrastructure managers). After all, ticket vendors are only putting together tickets on existing trains – they are not showing & selling new products that do not exist. This poses incalculable financial risk for the ticket vendor – it would be wrong penalise digital innovation. Surely, in a business setting, any financial liability should be with the causer of the delay – in turn, this will provide motivation for that entity to improve its service and performance!*

**Amendment 286**  
**Renaud Muselier**

**Proposal for a regulation**  
**Article 10 – paragraph 1**

*Text proposed by the Commission*

1. Railway undertakings and ticket vendors shall offer tickets **and, where available**, through-tickets and reservations. They shall make all possible efforts to offer through-tickets, including for journeys across borders and with more than one railway undertaking.

*Amendment*

1. Railway undertakings and ticket vendors shall offer tickets and through-tickets and reservations. They shall make all possible efforts to offer through-tickets, including for journeys across borders and with more than one railway undertaking. ***It should always be possible to sell through-tickets when the service during the journey is operated by the same railway undertaking.***

Or. fr

*Justification*

*Railway undertakings and ticket vendors should systematically offer through-tickets when they are on sale. This amendment is necessary in order to ensure the consistency of the amendments made to Article 10.*

**Amendment 287**  
**Georges Bach**

**Proposal for a regulation**  
**Article 10 – paragraph 1**

*Text proposed by the Commission*

1. Railway undertakings and ticket vendors shall offer tickets and, **where available**, through-tickets and reservations. They shall **make all possible efforts to** offer through-tickets, including for journeys across borders and with more than one railway undertaking.

*Amendment*

1. Railway undertakings and ticket vendors shall offer tickets and through-tickets and reservations. They shall offer through-tickets, including for journeys across borders and with more than one railway undertaking.

Or. en

**Amendment 288**  
**Markus Ferber**

**Proposal for a regulation**  
**Article 10 – paragraph 1**

*Text proposed by the Commission*

1. Railway undertakings ***and ticket vendors*** shall offer tickets and, where available, through-tickets and reservations. They shall make all possible efforts to offer through-tickets, including for journeys across borders and with more than one railway undertaking.

*Amendment*

1. Railway undertakings shall offer tickets and, where available, through-tickets and reservations. They shall make all possible efforts to offer through-tickets, including for journeys across borders and with more than one railway undertaking.

Or. de

*Justification*

*There is no need to make ticket vendors offer tickets, reservations, and through-tickets, as it is in their own interest to do so.*

**Amendment 289**

**Michael Cramer, Karima Delli, Julia Reda, Jakop Dalunde**

**Proposal for a regulation**

**Article 10 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***1a. Railway undertakings shall grant passengers, tour operators, and ticket vendors access to all booking and reservation systems in a non-discriminatory and accessible way. They shall further provide access to all the data necessary to successfully conclude transport contracts for tickets including through-tickets. Such data include but are not restricted to time schedules, intermodal connections, fares, mandatory reservations, where applicable, in openly standardised, machine-readable formats, through application programming interfaces (APIs).***

*Justification*

*This makes through ticketing consequent and possible in practise. It helps to strengthen the Commission's proposal. The open data obligation is necessary for obtaining coherent through ticketing, including the intermodal connections, and thereby making rail services more attractive for the passenger.*

**Amendment 290**

**Elżbieta Katarzyna Łukacijewska, Róza Gräfin von Thun und Hohenstein, Marek Plura**

**Proposal for a regulation****Article 10 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***1a. Railway undertakings shall provide all ticket vendors and independent online retailers with real-time operational and tariff data on non-discriminatory and viable terms, enabling ticket vendors to show and sell optimal single rail journeys.***

*Justification*

*Railway undertakings should make data on their connections, real-time operational data and fares available to both passengers and ticket vendors. This will enable ticket vendors to compile data on all possible connections and possibilities of combined journeys. This is a crucial step in the direction of greater transparency within the sector and cheaper tickets for passengers, as operators will have to attract passengers by introducing more competitive prices or additional services. This amendment of Recital is inextricably linked to Article 4(10), which is part of the recast.*

**Amendment 291**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Francisco Assis, Kostadinka Kuneva, John Howarth, Virginie Rozière**

**Proposal for a regulation****Article 10 – paragraph 2 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

*Amendment*

Without prejudice to paragraphs 3 and 4, railway undertakings and ticket vendors shall distribute tickets to passengers via at least one of the following points of sale:

Without prejudice to paragraphs 3 and 4, railway undertakings, ***tour operators*** and ticket vendors shall distribute tickets to passengers ***for single and any combined or return journeys*** via at least one of the following points of sale:

Or. en

*Justification*

*Railway undertakings, ticket vendors and tour operators offer a variety of different ticket options to customers and this should be reflected in the text of the Regulation to maintain the text's internal logic. This is inextricably linked to the many provisions on ticketing including the proposals in Article 10(5) and 10(6).*

**Amendment 292**

**Mark Demesmaeker, Helga Stevens, Jana Žitňanská, Peter van Dalen**

**Proposal for a regulation**

**Article 10 – paragraph 2 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

Without prejudice to paragraphs 3 and 4, railway undertakings and ticket vendors shall distribute tickets to passengers via at least ***one*** of the following points of sale:

*Amendment*

Without prejudice to paragraphs 3 and 4, railway undertakings and ticket vendors shall distribute tickets to passengers via at least ***two*** of the following points of sale:

Or. en

*Justification*

*This amendment fits in the overall aim of the recast to strengthen the rights of passengers and more specifically the rights of passengers with a disability or reduced mobility. This amendment is inextricably linked with chapter V.*

**Amendment 293**

**Georges Bach**

**Proposal for a regulation**

**Article 10 – paragraph 2 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

*Amendment*

Without prejudice to paragraphs 3 and 4, railway undertakings and ticket vendors shall distribute tickets to passengers via at least **one** of the following points of sale:

Without prejudice to paragraphs 3 and 4, railway undertakings and ticket vendors shall distribute tickets to passengers via at least **two** of the following points of sale:

Or. en

*Justification*

*This amendment is needed for pressing reasons of coherence of the text, its aim is to guarantee improved access to tickets by introducing ticket vendors, thus more access should be granted.*

**Amendment 294**

**Rosa Estaràs Ferragut, Luis de Grandes Pascual**

**Proposal for a regulation**

**Article 10 – paragraph 2 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

Without prejudice to paragraphs 3 and 4, railway undertakings and ticket vendors shall distribute tickets to passengers via at least **one** of the following points of sale:

*Amendment*

Without prejudice to paragraphs 3 and 4, railway undertakings and ticket vendors shall distribute tickets to passengers via at least **two** of the following points of sale:

Or. en

*Justification*

*Tickets should be offered to passengers via at least two points of sale, one of which should be a physical point of sale as not everyone has a smartphone or access to the internet*

**Amendment 295**

**Claudia Schmidt**

**Proposal for a regulation**

**Article 10 – paragraph 2 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

Without prejudice to paragraphs **3 and 4**, **railway undertakings and** ticket vendors shall distribute tickets **to passengers** via at

*Amendment*

Without prejudice to paragraphs **4 and 5**, **all** ticket vendors shall distribute tickets **for optimal single rail journeys** via at least

least one of the following points of sale:

one of the following points of sale.

Or. en

*Justification*

*Passengers should receive access to the same key rail data whatever ticket vendor she or he turns to. Digitalisation already enables successive railway services operated by one or more railway undertakings to be easily put together to provide the most optimal (e.g. cheapest or fastest) single journey between any two rail stations, regardless whether there is one ticket or separate successive tickets for that journey. The new proposed "burden of proof" addition in the recast means that ticket vendors that provide this innovation make themselves liable for missed connections and delay compensation unless they 'warn' passengers that their rights are not valid for the entire journey (in the cases where two separate, successive tickets are merged). It is problematic that, if ticket vendors refuse to communicate such a 'warning' – after all, it is proven that merging separate, successive tickets will boost demand for the rail sector and help it to grow -, it would make them liable for delays caused by others (Railway undertakings and infrastructure managers). After all, ticket vendors are only putting together tickets on existing trains – they are not showing & selling new products that do not exist. This poses incalculable financial risk for the ticket vendor – it would be wrong penalise digital innovation. Surely, in a business setting, any financial liability should be with the causer of the delay – in turn, this will provide motivation for that entity to improve its service and performance!*

**Amendment 296**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – subparagraph 1 – point c**

*Text proposed by the Commission*

*Amendment*

**(c) on board trains.**

***deleted***

Or. en

*Justification*

*Limitation for ticket vendors that are not railway undertakings (defined in Art. 3, par. 1 and Art. 3, paragraph 1 of Directive 2012/34/EU: " 'railway undertaking' means any public or private undertaking licensed according to this Directive, the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking ensure traction; this also includes undertakings which provide traction only;"). This counteracts the goal of increasing "share of rail transport in relation to other modes of transport." (Recital 2)*

**Amendment 297**  
**Georg Mayer**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – subparagraph 1 – point c**

*Text proposed by the Commission*

*Amendment*

(c) on board trains.

(c) on board trains ***at no extra cost.***

Or. de

**Amendment 298**  
**Lucy Anderson, Rory Palmer, Theresa Griffin, Francisco Assis, Kostadinka Kuneva, John Howarth**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – subparagraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***Member States may provide that railway undertakings, tour operators and ticket vendors shall provide tickets for services provided under public service contracts through more than one point of sale.***

Or. en

*Justification*

*This amendment corresponds with and fits the internal logic of the recast provisions of article 10 (2), opening up the point of sale beyond railway undertakings.*

**Amendment 299**  
**Renaud Muselier**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

***Member States*** may require railway

***Competent authorities responsible for a***

undertakings to provide tickets for services provided under public service contracts through more than one point of sale.

***public service railway contract within the meaning of Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail*** may require railway undertakings to provide tickets for services provided under public service contracts through more than one point of sale.

Or. fr

*Justification*

*The arrangements for distributing tickets for a public passenger transport service may be defined by the competent authorities, which are not necessarily the Member States, but may also be regions.*

**Amendment 300**

**Rosa Estaràs Ferragut, Luis de Grandes Pascual**

**Proposal for a regulation**

**Article 10 – paragraph 2 – subparagraph 2**

*Text proposed by the Commission*

Member States may require railway undertakings to provide tickets for services provided under public service contracts through more than **one** point of sale.

*Amendment*

Member States may require railway undertakings to provide tickets for services provided under public service contracts through more than **two** point of sale.

Or. en

*Justification*

*Tickets should be offered to passengers via at least two points of sale, one of which should be a physical point of sale as not everyone has a smartphone or access to the internet.*

**Amendment 301**

**Mark Demesmaeker, Helga Stevens, Jana Žitňanská, Peter van Dalen**

**Proposal for a regulation**

**Article 10 – paragraph 2 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

Member States may require railway undertakings to provide tickets for services provided under public service contracts through more than **one** point of sale.

Member States may require railway undertakings to provide tickets for services provided under public service contracts through more than **two** point of sale.

Or. en

*Justification*

*This amendment fits in the overall aim of this revision to strengthen the rights of passengers and more specifically the rights of passengers with a disability or reduced mobility. This amendment is inextricably linked with chapter V.*

**Amendment 302**

**Elissavet Vozemberg-Vrionidi**

**Proposal for a regulation**

**Article 10 – paragraph 2 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

Member States may require railway undertakings to provide tickets for services provided under public service contracts through more than **one point** of sale.

Member States may require railway undertakings to provide tickets for services provided under public service contracts through more than **two points** of sale.

Or. el

*Justification*

*In order to serve passengers better, tickets must be offered to passengers through at least two points of sale, one of which should be a physical point of sale, as not everyone has a smartphone or internet access.*

**Amendment 303**

**Michael Cramer, Karima Delli, Julia Reda**

**Proposal for a regulation**

**Article 10 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

3. Railway undertakings shall offer the possibility to obtain tickets for the respective service on board the train, ***unless this is limited or denied on grounds relating to security or antifraud policy or compulsory train reservation or reasonable commercial grounds.***

3. Railway undertakings shall offer the possibility to obtain tickets for the respective service on board the train.

Or. en

*Justification*

*This strengthens the Commission's proposal by making it more coherent, deleting this conditionality. It is important that passengers can get a ticket on the train, as in cases ticketing services in a station can be out of service or take much time, with the risk to miss the train.*

**Amendment 304**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, Francisco Assis, Kostadinka Kuneva, John Howarth, Georges Bach, Virginie Rozière**

**Proposal for a regulation**

**Article 10 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

3. Railway undertakings shall offer the possibility to obtain tickets for the respective service on board the train, unless this is limited or denied on grounds relating to security or antifraud policy or ***compulsory train reservation or reasonable commercial grounds.***

3. Railway undertakings shall offer the possibility to obtain tickets for the respective service on board the train, unless this is limited or denied on ***reasonable and justifiable*** grounds relating to security or antifraud policy or ***space or seat availability.***

Or. en

*Justification*

*To get more people using the rail service in Europe, there need to be clear and strengthened passenger rights as per the aims of the Regulation. Any restriction of a passenger's opportunity to buy tickets on board a train should be both reasonable and justifiable. Security/antifraud policy and space availability are both legitimate reasons for limiting this whereas "reasonable commercial grounds" is too vague. This AM is necessary for pressing*

*reasons of internal logic and is inextricably linked to Art. 1 and overall aims as expressed in impact assessments and explanatory statements.*

#### **Amendment 305**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Olga Sehnalová, Liisa Jaakonsaari, István Ujhelyi, Francisco Assis, John Howarth, Marc Tarabella**

#### **Proposal for a regulation**

#### **Article 10 – paragraph 4 – introductory part**

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

4. Where there is no ticket office or ticketing machine in the station of departure, passengers shall be informed at the station:

##### *Amendment*

4. ***Tickets shall be reprinted for passengers on the day of travel on request, either at the ticket office or through a ticketing machine.*** Where there is no ticket office or ticketing machine in the station of departure, ***or when the ticket office or ticket machine is not fully accessible*** passengers shall be informed at the station:

Or. en

##### *Justification*

*Printed tickets are often necessary for the reimbursement of passengers' travel fees by employers. When it is impossible for a station to print them, then passengers' should be entitled to be informed of this at the station. This amendment is necessary as it is inextricably linked to accessibility provisions and other Commission changes to Article 10.*

#### **Amendment 306**

**Dieter-Lebrecht Koch**

#### **Proposal for a regulation**

#### **Article 10 – paragraph 4 – introductory part**

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

4. Where there is no ticket office or ticketing machine in the station of departure, passengers shall be informed at the station:

##### *Amendment*

4. Where there is no ticket office or ticketing machine in the station of departure, passengers ***may buy tickets on board the train at no extra cost.*** ***Passengers*** shall, ***in addition,*** be informed

at the station:

Or. de

*Justification*

*If there is no ticket window or ticketing machine on the platform of the station of departure, passengers should be allowed to buy a ticket on the train at no extra cost. Given that it is already provided for in Article 10(5), it is not clear why this option should not apply to all passengers. Railway ticket sales should, moreover, be organised more flexibly in order to make rail travel more attractive.*

**Amendment 307**

**Elissavet Vozemberg-Vrionidi**

**Proposal for a regulation**

**Article 10 – paragraph 4 – introductory part**

*Text proposed by the Commission*

4. Where there is no ticket office or ticketing machine in the station of departure, passengers shall be informed at the station:

*Amendment*

4. Where there is no ticket office or ticketing machine in the station of departure ***or where the ticket machine is not fully accessible***, passengers shall be informed at the station:

Or. el

*Justification*

*This amendment is intended to improve the service for passengers.*

**Amendment 308**

**Mark Demesmaeker, Helga Stevens, Jana Žitňanská, Peter van Dalen**

**Proposal for a regulation**

**Article 10 – paragraph 4 – introductory part**

*Text proposed by the Commission*

4. Where there is no ticket office or ticketing machine in the station of departure, passengers shall be informed at the station:

*Amendment*

4. Where there is no ticket office or ticketing machine in the station of departure, ***or when the ticket machine is not fully accessible***, passengers shall be informed at the station:

*Justification*

*This amendment links to chapter V and is essential for the internal coherence of the text.*

**Amendment 309**

**Rosa Estaràs Ferragut, Luis de Grandes Pascual**

**Proposal for a regulation**

**Article 10 – paragraph 4 – introductory part**

*Text proposed by the Commission*

4. Where there is no ticket office or ticketing machine in the station of departure, passengers shall be informed at the station:

*Amendment*

4. Where there is no ticket office or ticketing machine in the station of departure, ***or when the ticket machine is not fully accessible***, passengers shall be informed at the station:

Or. en

*Justification*

*It should be noted that many stations are unstaffed, which can cause problems when ticket machines are inaccessible to persons with disabilities*

**Amendment 310**

**Claudia Schmidt**

**Proposal for a regulation**

**Article 10 – paragraph 4 – point a**

*Text proposed by the Commission*

(a) of the possibility of purchasing ***tickets*** via telephone or the Internet or on board the train, and of the procedure for such purchase;

*Amendment*

(a) of the possibility of purchasing ***optimal single rail journeys*** via telephone or the Internet or on board the train, and of the procedure for such purchase;

Or. en

### *Justification*

*For the internal logic of the text, passengers need purchasing options that are in line with the available information for all ticket options, including the most optimal one-way rail journey (e.g. cheapest or fastest) between any two rail stations, regardless of who provides the transport contract (e.g. incumbent or any other railway undertaking) and information. This is inextricably linked to Art. 9 and Art.10, paragraph 6 as well as the goal of increasing "the share of rail transport in relation to other modes of transport." (Recital 2)*

#### **Amendment 311**

**Dieter-Lebrecht Koch**

#### **Proposal for a regulation**

#### **Article 10 – paragraph 4 – point a**

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

(a) of the possibility of purchasing tickets via telephone or the Internet ***or on board the train***, and of the procedure for such purchase;

##### *Amendment*

(a) of the possibility of purchasing tickets via telephone or the Internet, and of the procedure for such purchase;

Or. de

### *Justification*

*In view of the amendment to the introductory part of Article 10(4), this point needs to be altered accordingly. The introduction already makes it clear that when there are no ticket offices or ticketing machines at stations, tickets should be obtainable at no extra cost on trains.*

#### **Amendment 312**

**Claudia Schmidt**

#### **Proposal for a regulation**

#### **Article 10 – paragraph 4 – point b**

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

(b) of the nearest railway station or place at which ticket offices and/or ticketing machines are available.

##### *Amendment*

(b) of the nearest railway station or place at which ticket offices and/or ticketing machines are available ***to purchase these***.

Or. en

### *Justification*

*For legal certainty regarding liability and exchange of information, passengers need to be informed on the purchase option of all types of tickets, including optimal single rail journeys, where there is no ticket office or ticketing machine in the station of departure. This is inextricably linked to Article 9 (Travel information), as well as Annex II, Part 1 since lack of purchasing information on all ticket types can be subsumed under "Any activities likely to disrupt or delay services".*

### **Amendment 313**

**Jens Rohde, Dominique Riquet, Pavel Telička, Gesine Meissner**

### **Proposal for a regulation**

### **Article 10 – paragraph 5**

#### *Text proposed by the Commission*

5. Where there is no ticket office or accessible ticketing machine ***in the station of departure, persons with disabilities and persons with reduced mobility shall be permitted to buy tickets on board the train at no extra cost.***

#### *Amendment*

5. ***Where there is no ticket office or available ticketing machine in the station of departure, passengers shall be permitted to buy tickets on board the train, or upon their arrival at no extra cost. The same applies to persons with disabilities and persons with reduced mobility*** where there is no ticket office or accessible ticketing machine.

Or. en

### *Justification*

*This modification to ensure that the passenger does not miss a train if he/she cannot buy the ticket at the station and he/she does not have any other means to buy it, like on the Internet. It is also to avoid that the passenger is fined for not being in the capacity to buy a ticket. If a train is unstaffed, the ticket can be bought upon arrival.*

### **Amendment 314**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Kathleen Van Brempt, Liisa Jaakonsaari, István Ujhelyi, Biljana Borzan, Francisco Assis, Kostadinka Kuneva, John Howarth**

### **Proposal for a regulation**

### **Article 10 – paragraph 5**

*Text proposed by the Commission*

*Amendment*

5. ***Where there is no ticket office or accessible ticketing machine in the station of departure, persons with disabilities and persons with reduced mobility shall be permitted to buy tickets on board the train at no extra cost.***

5. Tickets ***bought*** on board the train ***shall not cost more than the relevant standard fare for the journey concerned with any applicable discounts.***

Or. en

**Amendment 315**

**Michael Cramer, Keith Taylor, Karima Delli, Julia Reda**

**Proposal for a regulation  
Article 10 – paragraph 5**

*Text proposed by the Commission*

*Amendment*

5. Where there is no ticket office or accessible ticketing machine in the station of departure, persons with disabilities and persons with reduced mobility shall be permitted to buy tickets on board the train at no extra cost.

5. Where there is no ticket office or accessible ticketing machine in the station of departure, ***all passengers, including*** persons with disabilities and persons with reduced mobility shall be permitted to buy tickets on board the train at no extra cost.

Or. en

*Justification*

*This facilitates purchasing tickets and contributes therefore to more attractiveness of rail transport.*

**Amendment 316**

**Matthijs van Miltenburg**

**Proposal for a regulation  
Article 10 – paragraph 5**

*Text proposed by the Commission*

*Amendment*

5. Where there is no ticket office or accessible ticketing machine in the station of departure, ***persons with disabilities and***

5. Where there is no ticket office or accessible ticketing machine in the station of departure, ***passengers*** shall be permitted

**persons with reduced mobility** shall be permitted to buy tickets on board the train at no extra cost.

to buy tickets on board the train at no extra cost.

Or. en

**Amendment 317**  
**Maria Grapini**

**Proposal for a regulation**  
**Article 10 – paragraph 5**

*Text proposed by the Commission*

(5) Where there is no ticket office or accessible ticketing machine in the station of departure, **persons with disabilities and persons with reduced mobility** shall be permitted to buy tickets on board the train at no extra cost.

*Amendment*

(5) Where there is no ticket office or accessible ticketing machine in the station of departure, **passengers** shall be permitted to buy tickets on board the train at no extra cost.

Or. ro

**Amendment 318**  
**Renaud Muselier**

**Proposal for a regulation**  
**Article 10 – paragraph 5**

*Text proposed by the Commission*

5. Where there is no ticket office or accessible ticketing machine in the station of departure, **persons with disabilities and persons with reduced mobility** shall be permitted to buy tickets on board the train at no extra cost.

*Amendment*

5. Where there is no ticket office or accessible ticketing machine in the station of departure, **or any other means of purchasing tickets in advance, passengers** shall be permitted to buy tickets on board the train at no extra cost.

Or. fr

*Justification*

*Since it is not always possible to buy tickets on board the train, very specific cases should be provided for authorising such purchases. The distinction between persons with reduced mobility and persons with disabilities and other passengers is not necessary.*

## Amendment 319

Georges Bach

### Proposal for a regulation

#### Article 10 – paragraph 5

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

5. Where there is no ticket office **or** accessible ticketing machine in the station of departure, **persons with disabilities and persons with reduced mobility** shall be permitted to buy tickets on board the train at no extra cost.

##### *Amendment*

5. Where there is no ticket office, **no accessible ticketing machine or functioning** accessible ticketing machine in the station of departure, **passengers** shall be permitted to buy tickets on board the train at no extra cost.

Or. en

##### *Justification*

*Passengers should not be punished for non-functioning ticket machines. If there are no available or accessible machines in the stations tickets should be available on-board at no extra cost.*

## Amendment 320

Olga Sehnalová, Lucy Anderson

### Proposal for a regulation

#### Article 10 – paragraph 5

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

5. Where there is no ticket office or accessible ticketing machine in the station of departure, **persons with disabilities and persons with reduced mobility** shall be permitted to buy tickets on board the train at no extra cost.

##### *Amendment*

5. Where there is no ticket office or accessible ticketing machine in the station of departure, **all passengers** shall be permitted to buy tickets on board the train at no extra cost.

Or. en

##### *Justification*

*This amendment is related to Article 5. No passenger should be discriminated and to pay extra cost for tickets purchased on board when there is no possibility to buy tickets in the station.*

**Amendment 321**  
**Tania González Peñas**

**Proposal for a regulation**  
**Article 10 – paragraph 5**

*Text proposed by the Commission*

5. Where there is no ticket office or accessible ticketing machine in the station of departure, ***persons with disabilities and persons with reduced mobility*** shall be permitted to buy tickets on board the train at no extra cost.

*Amendment*

5. ***In any case***, where there is no ticket office or accessible ticketing machine in the station of departure, ***passengers*** shall be permitted to buy tickets on board the train ***or at their destination*** at no extra cost.

Or. es

**Amendment 322**  
**Michael Cramer, Karima Delli**

**Proposal for a regulation**  
**Article 10 – paragraph 6**

*Text proposed by the Commission*

6. ***Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with***

*Amendment*

***deleted***

*the railway undertaking, its agent, tour operator or ticket vendor.*

Or. en

*Justification*

*As through-tickets will be obliged without exception, this paragraph is obsolete.*

**Amendment 323**

**Renaud Muselier**

**Proposal for a regulation**

**Article 10 – paragraph 6**

*Text proposed by the Commission*

6. Where a passenger receives separate tickets for a *single* journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, ***unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.***

*Amendment*

6. Where a passenger receives, ***from a single entity and in respect of a single commercial transaction***, separate tickets for a journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation ***from the railway undertaking or undertakings*** shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination. ***Railway undertakings shall not be liable if the entity which sold the tickets for the single journey has failed to provide minimum connecting times (established by the railway undertakings and provided to ticket vendors in accordance with Article 9 of this Regulation) between the successive railway services concerned. In this case, in the event of a missed connection, the entity that sold the tickets shall be solely responsible for guaranteeing the passengers' rights, as provided for in Chapter IV of this Regulation.***

Or. fr

### *Justification*

*A passenger who, as a result of a single commercial transaction receives separate tickets for a single journey, is entitled to be covered by this Regulation. The responsibility for covering the passenger in accordance with the terms of Chapter IV of these regulations must rest with the entity that sold the ticket.*

#### **Amendment 324**

**Dieter-Lebrecht Koch**

#### **Proposal for a regulation**

##### **Article 10 – paragraph 6**

#### *Text proposed by the Commission*

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, ***unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.***

#### *Amendment*

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination.

Or. de

#### **Amendment 325**

**Tania González Peñas**

#### **Proposal for a regulation**

##### **Article 10 – paragraph 6**

*Text proposed by the Commission*

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, ***unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.***

*Amendment*

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination.

Or. es

**Amendment 326**

**Jens Rohde, Matthijs van Miltenburg, Dominique Riquet, Pavel Telička, Gesine Meissner**

**Proposal for a regulation  
Article 10 – paragraph 6**

*Text proposed by the Commission*

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, ***unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of***

*Amendment*

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination.

*the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.*

Or. en

#### *Justification*

*This wording would create two different classes of passengers, where one of the two is not entitled to passengers rights. Given the tendency of railway undertaking to offer only single tickets under their general conditions, the legislator has to guarantee that the passengers are offered the same rights under a through-ticket otherwise this regulation won't worth it and the rail sector will lose its attractiveness.*

#### **Amendment 327**

**Elżbieta Katarzyna Łukacijewska, Róza Gräfin von Thun und Hohenstein, Marek Plura**

#### **Proposal for a regulation**

#### **Article 10 – paragraph 6**

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

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, ***unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.***

##### *Amendment*

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination.

Or. en

### *Justification*

*When booking a connection, the passengers needs to be sure that they reach their destination. The possibility of avoiding through-tickets by explicitly informing the passenger undermines the entire idea behind these tickets. Separate tickets mean separate transport contracts. If a passenger misses his/her connecting train, he/she will have to buy a ticket on-the-day fare. Through-tickets should become a standard and be supported by EU, as for now only few of EU railway undertakings have signed agreements, in which they acknowledge the passengers' right to journey continuation.*

### **Amendment 328**

**Lucy Anderson, Rory Palmer, Theresa Griffin, Kathleen Van Brempt, Olga Sehnalová, Christine Revault d'Allonnes Bonnefoy, Francisco Assis, Kostadinka Kuneva, John Howarth, Evelyne Gebhardt, Virginie Rozière, Sergio Gaetano Cofferati**

### **Proposal for a regulation**

### **Article 10 – paragraph 6**

#### *Text proposed by the Commission*

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, *his* rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, *unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.*

#### *Amendment*

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, *their* rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination.

Or. en

### **Amendment 329**

**Claudia Schmidt**

**Proposal for a regulation**  
**Article 10 – paragraph 6**

*Text proposed by the Commission*

6. Where a passenger receives separate ***tickets for a single journey comprising successive railway services operated by one or more railway undertakings***, his rights to information, assistance, care and compensation shall be equivalent to those under ***a through-ticket*** and cover the whole journey from the departure to the final destination, ***unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.***

*Amendment*

6. Where a passenger receives separate, successive ***tickets as part of an optimal single rail journey***, his rights to information, assistance, care and compensation shall be equivalent to those under ***one ticket*** and cover the whole journey from the departure to the final destination

Or. en

*Justification*

*Passengers should receive access to the same key rail data whatever ticket vendor she or he turns to. Digitalisation already enables successive railway services operated by one or more railway undertakings to be easily put together to provide the most optimal (e.g. cheapest or fastest) single journey between any two rail stations, regardless whether there is one ticket or separate successive tickets for that journey. The new proposed “burden of proof” addition in the recast means that ticket vendors that provide this innovation make themselves liable for missed connections and delay compensation unless they ‘warn’ passengers that their rights are not valid for the entire journey (in the cases where two separate, successive tickets are merged). It is problematic that, if ticket vendors refuse to communicate such a ‘warning’ – after all, it is proven that merging separate, successive tickets will boost demand for the rail sector and help it to grow -, it would make them liable for delays caused by others (Railway undertakings and infrastructure managers). After all, ticket vendors are only putting together tickets on existing trains – they are not showing & selling new products that do not exist. This poses incalculable financial risk for the ticket vendor – it would be wrong penalise digital innovation. Surely, in a business setting, any financial liability should be with the causer of the delay – in turn, this will provide motivation for that entity to improve its service and performance!*

**Amendment 330**  
**Rolandas Paksas**

**Proposal for a regulation**  
**Article 10 – paragraph 6**

*Text proposed by the Commission*

6. Where a passenger receives separate tickets for a **single** journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation ***shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, unless the passenger is explicitly informed otherwise in writing.*** Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the ***railway undertaking, its agent, tour operator or ticket vendor.***

*Amendment*

6. Where a passenger receives separate tickets for a journey comprising successive railway services operated by one or more railway undertakings, ***he or she shall be considered as having as many contracts of transport as tickets, if he or she was informed of such fact, through the applicable general conditions of transport or any other adequate means as chosen by the carrier, and if he or she was made aware by the carrier or by the tickets vendor or the tour operator on behalf of the carrier, of the concrete consequences regarding*** his rights to information, assistance, care and compensation ***in case of a delay.*** Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the ***entity which sold the*** ticket.

Or. en

**Amendment 331**  
**Massimiliano Salini, Salvatore Domenico Pogliese**

**Proposal for a regulation**  
**Article 10 – paragraph 6**

*Text proposed by the Commission*

6. Where a passenger receives

*Amendment*

6. Where a passenger receives

separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, *unless* the passenger *is explicitly informed otherwise* in writing. *Such information shall in particular state* that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.

separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, *provided there is a commercial agreement between the carriers involved. If there is no commercial agreement, the entity that sold the ticket shall inform* the passenger in writing that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.

Or. en

#### *Justification*

*As through-tickets represent an added value for passenger, they would only be credible and effective where a solid legal basis in support of the sold contracts exists. Where more than one railway undertaking is involved and in a context of competition, it is crucial that upstream commercial agreement is in place for a through-ticket to exist, as it is up to commercial actors to create a market environment where through-tickets are commonly available. This process shall be encouraged by the EU institutions and concluded in the framework set up by the Commission with the 4th Railway Package.*

#### **Amendment 332** **Marie-Christine Arnautu**

#### **Proposal for a regulation** **Article 10 – paragraph 6**

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

6. Where a passenger receives separate tickets for a single journey comprising successive **railway** services operated by one or more **railway** undertakings, his rights to information, assistance, care and compensation shall be

##### *Amendment*

6. Where a passenger receives separate tickets for a single journey comprising successive **transport** services operated by one or more **transport** undertakings, their rights to information, assistance, care and compensation shall be

equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, *unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not* be entitled to assistance or compensation based on the total length of the journey. *The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.*

equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination. *In the event of a missed connection due to a lack of alternative solutions and excessive delay, the passenger shall immediately* be entitled to assistance or compensation *from the railway undertaking responsible for the delay* based on the total length of the journey.

*Detailed rules for the application of this paragraph shall be laid down in an implementing act adopted no later than three months after the entry into force of this Regulation.*

Or. fr

#### *Justification*

*It is not tolerable that a passenger who has one or more connections and who had made every effort to be on time to make his connection should suffer the financial consequences of an unexpected delay.*

*The rail carrier responsible for the break in the connection should compensate the passenger for the loss suffered. This rule should apply regardless of the mode of transport used. However, it should not apply in cases of force majeure, as defined in Article 17(8) of this proposal for a Regulation.*

### **Amendment 333**

**Georges Bach**

#### **Proposal for a regulation**

#### **Article 10 – paragraph 6**

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

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, unless the

##### *Amendment*

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, unless the

passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.

passenger is explicitly informed otherwise in writing ***and should be clearly and visibly marked on the ticket***. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.

Or. en

**Amendment 334**  
**Wim van de Camp**

**Proposal for a regulation**  
**Article 10 – paragraph 6**

*Text proposed by the Commission*

6. Where a passenger receives separate tickets for a ***single*** journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, ***care*** and compensation ***shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.***

*Amendment*

6. Where a passenger receives separate tickets for a journey comprising successive railway services operated by one or more railway undertakings, ***he must be considered as having as many contracts of transport as tickets, if he was informed of such fact, through the applicable general conditions of transport or any other adequate means as chosen by the carrier, and if he was made aware by the carrier or by the ticket vendor or the tour operator on behalf of the carrier, of the concrete consequences regarding his rights to information, assistance and compensation in case of a delay.***

Or. en

## Justification

*Railway Undertakings investments in increasing multi-offer carriers are ongoing, in close cooperation with ticket vendors. On liability under this Regulation, it is disproportionate if railway undertakings are to be held responsible for intended connections they have not committed to and are not aware of.*

### Amendment 335

**Tomasz Piotr Poręba, Kosma Złotowski**

#### Proposal for a regulation

##### Article 10 – paragraph 6

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

6. Where a passenger receives separate tickets for a ***single*** journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, ***care*** and compensation ***shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.***

###### *Amendment*

6. Where a passenger receives separate tickets for a journey comprising successive railway services operated by one or more railway undertakings, ***he or she shall be considered as having as many contracts of transport as tickets, if he or she was informed of such fact, through the applicable general conditions of transport or any other adequate means as chosen by the carrier, and if he or she was made aware by the carrier or by the ticket vendor or the tour operator on behalf of the carrier, of the concrete consequences regarding his rights to information, assistance and compensation in case of a delay.***

Or. en

### Amendment 336

**Janusz Zemke**

#### Proposal for a regulation

##### Article 10 – paragraph 6

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

###### *Amendment*

6. Where a passenger receives separate tickets for a **single** journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, **care** and compensation ***shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the railway undertaking, its agent, tour operator or ticket vendor.***

6. Where a passenger receives separate tickets for a journey comprising successive railway services operated by one or more railway undertakings, ***he or she shall be considered as having as many contracts of transport as tickets, if he or she was informed of such fact, through the applicable general conditions of transport or any other adequate means as chosen by the carrier, and if he or she was made aware by the carrier or by the ticket vendor or the tour operator on behalf of the carrier, of the concrete consequences regarding*** his rights to information, assistance and compensation ***in case of a delay.***

Or. en

#### *Justification*

*Customer-friendly information on through-ticketing is essential. Therefore, any proposed detailed provision has to be realistic, clear and leave no room for loopholes. Railway Undertakings cannot be held responsible for intended connections for which they have not committed to and are not aware of. The term “care” should be deleted as it cannot be differentiate from the “assistance”.*

#### **Amendment 337**

**David-Maria Sassoli, Isabella De Monte**

#### **Proposal for a regulation**

#### **Article 10 – paragraph 6**

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

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the

##### *Amendment*

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the

departure to the final destination, unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the **railway undertaking, its agent, tour operator or ticket vendor**.

departure to the final destination, unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the **entity which sold the** ticket.

Or. en

#### *Justification*

*It is important to clarify that the burden of proof and the responsibility lies within the entity which sold the ticket to the customer.*

#### **Amendment 338**

**Nicola Caputo, Lucy Anderson, Miltiadis Kyrkos, Theresa Griffin**

#### **Proposal for a regulation**

#### **Article 10 – paragraph 6**

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

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the **railway undertaking, its agent, tour operator or ticket vendor**.

##### *Amendment*

6. Where a passenger receives separate tickets for a single journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, unless the passenger is explicitly informed otherwise in writing. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the **entity which sold the tickets**.

*Justification*

*The entity which sells the tickets should be liable towards the passenger.*

**Amendment 339**

**Markus Ferber**

**Proposal for a regulation****Article 10 – paragraph 6***Text proposed by the Commission*

6. Where a passenger receives separate tickets for a ***single*** journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, unless the passenger is explicitly informed otherwise ***in writing***. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the ***railway undertaking, its agent, tour operator or ticket vendor***.

*Amendment*

6. Where a passenger receives separate tickets for a journey comprising successive railway services operated by one or more railway undertakings, his rights to information, assistance, care and compensation shall be equivalent to those under a through-ticket and cover the whole journey from the departure to the final destination, unless the passenger is explicitly informed otherwise ***through the general conditions of carriage***. Such information shall in particular state that when the passenger misses a connection, he or she would not be entitled to assistance or compensation based on the total length of the journey. The burden of proof that the information was provided shall lie with the ***firm which sold the ticket***.

*Justification*

*For a consumer's purposes the firm selling the ticket is the nearest point of contact.*

**Amendment 340**

**Mark Demesmaecker, Anneleen Van Bossuyt**

**Proposal for a regulation****Article 14 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***Within 12 months the Commission shall propose a standard method, to be applicable in all Member States, for calculating delays. That method shall be incorporated into the definition set out in point (13) of Article 3.***

Or. xm

*Justification*

*This amendment is inextricably linked to Article 17 (2).*

#### **Amendment 341**

**Merja Kyllönen**

#### **Proposal for a regulation**

##### **Article 16 – title**

*Text proposed by the Commission*

*Amendment*

Reimbursement and re-routing

Reimbursement and re-routing ***in the event of cancelled or delayed departures***

Or. en

*Justification*

*The amendment to the title of Article 16 clarifies the scope of the article. In accordance with the interpretative guidelines of the Commission, the article should cover reimbursement both in cases of cancellations and delays.*

#### **Amendment 342**

**Merja Kyllönen**

#### **Proposal for a regulation**

##### **Article 16 – paragraph 1 – introductory part**

*Text proposed by the Commission*

*Amendment*

1. Where it is reasonably to be expected, ***either at departure or in the event of a missed connection in the course of a journey with a through-ticket***, that

1. Where it is reasonably to be expected that ***a service is cancelled or*** arrival at the final destination under the transport contract will be subject to a delay

arrival at the final destination under the transport contract will be subject to a delay of more than 60 minutes, the passenger shall immediately have the choice between one of the following :

of more than 60 minutes, the passenger shall immediately have the choice between one of the following :

Or. en

*Justification*

*By deleting the Commission's amendment to the original text, the coverage of the Article 16 expands to include wider range of situations, making it more beneficial for the passengers, i.e. customers.*

**Amendment 343**  
**Renaud Muselier**

**Proposal for a regulation**  
**Article 16 – paragraph 1 – introductory part**

*Text proposed by the Commission*

1. Where it is reasonably to be expected , either at departure or in the event of a missed connection ***in the course of a journey with a through-ticket***, that arrival at the final destination under the transport contract will be subject to a delay of more than **60** minutes, the passenger shall immediately have the choice between one of the following :

*Amendment*

1. Where it is reasonably to be expected , either at departure or in the event of a missed connection, that arrival at the final destination under the transport contract will be subject to a delay of more than **30** minutes, the passenger shall immediately have the choice between one of the following :

Or. fr

*Justification*

*Travellers should be entitled to compensation not only when they have purchased a through-ticket. In order to be consistent with the provisions laid down in Article 17 of the Regulation, the compensation threshold should be lowered to 30 minutes.*

**Amendment 344**  
**Lucy Anderson, Rory Palmer, Theresa Griffin, István Ujhelyi, Francisco Assis, Kostadinka Kuneva, John Howarth, Julia Reda, Virginie Rozière**

**Proposal for a regulation**

## Article 16 – paragraph 1 – introductory part

### *Text proposed by the Commission*

1. Where it is reasonably to be expected, either at departure or in the event of a missed connection in the course of a journey ***with a through-ticket***, that arrival at the final destination ***under the transport contract*** will be subject to a delay of more than **60** minutes, the passenger shall immediately have the choice between one of the following :

### *Amendment*

1. Where it is reasonably to be expected, either at departure or in the event of a missed connection in the course of a journey, that arrival at the final destination will be subject to a delay of more than **45** minutes, the passenger shall immediately have the choice between one of the following:

Or. en

### *Justification*

*Passengers should be entitled to have the choice regardless of whether they are on a through-ticket, a single trip on one ticket, a return journey or a combined journey. The wording “transport contract” has been removed for the sake of legal clarity as there may be more than one contract involved. This is in keeping with our other amendments within chapter IV.*

## Amendment 345

Marie-Christine Arnautu

### Proposal for a regulation

## Article 16 – paragraph 1 – introductory part

### *Text proposed by the Commission*

1. Where it is reasonably to be expected, either at departure or in the event of a missed connection in the course of a journey ***with a through-ticket***, that arrival at the final destination under the transport contract will be subject to a delay of more than 60 minutes, the passenger shall immediately have the choice between one of the following :

### *Amendment*

1. Where it is reasonably to be expected, either at departure or in the event of a missed connection in the course of a journey, that arrival at the final destination under the transport contract will be subject to a delay of more than 60 minutes, the passenger shall immediately have the choice between one of the following :

Or. fr

### *Justification*

*For various reasons, it may not be possible to obtain a through-ticket for a given journey, especially if it combines different modes of transport. However, in the event of a delay leading*

*to a missed connection, the passenger will be in a situation of injury for which he cannot be held responsible.*

*The railway entity responsible for the delay should present the passenger with the options set out in this Article under the same conditions as if it were a through-ticket (refund, re-routing, continuation of the journey, etc.).*

**Amendment 346**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Article 16 – paragraph 1 – introductory part**

*Text proposed by the Commission*

1. Where it is reasonably to be expected, either at departure or in the event of a missed connection in the course of *a* journey ***with a through-ticket***, that arrival at the final destination ***under the transport contract*** will be subject to a delay of more than 60 minutes, the passenger shall immediately have the choice between one of the following :

*Amendment*

1. Where it is reasonably to be expected, either at departure or in the event of a missed connection in the course of ***an optimal single rail*** journey, that arrival at the final destination will be subject to a delay of more than 60 minutes, the passenger shall immediately have the choice between one of the following :

Or. en

*Justification*

*In the case of a missed connection in the course of optimal single rail journey, if the passenger is allowed to take the next train service of the next available operator that get him or her to the final destination in the fastest manner, then there is a much better chance that he will reach his final destination no more than 60 minutes after the originally scheduled time of arrival, meaning that the railway undertaking that caused the delay still does not have to pay any compensation. Exactly this type of missed connection protection scheme already exists, under the Railteam's HOTNAT.*

**Amendment 347**  
**Michael Cramer, Karima Delli**

**Proposal for a regulation**  
**Article 16 – paragraph 1 – introductory part**

*Text proposed by the Commission*

1. Where it is ***reasonably to be***

*Amendment*

1. Where it is expected, either at

expected , either at departure or in the event of a missed connection in the course of a journey with a through-ticket, that arrival at the final destination under the transport contract will be subject to a delay of more than 60 minutes, the passenger shall immediately have the choice between one of the following :

departure or in the event of a missed connection in the course of a journey with a through-ticket, that arrival at the final destination under the transport contract will be subject to a delay of more than 60 minutes, the passenger shall immediately have the choice between one of the following :

Or. en

*Justification*

*The deletion of these words makes the obligation of the measures to be taken obligatory.*

**Amendment 348**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Article 16 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) reimbursement of the full cost of the *ticket*, under the conditions by which it was paid, for the part or parts of his or her journey not made and for the part or parts already made if the journey is no longer serving any purpose in relation to the passenger's original travel plan, together with, when relevant, a return service to the first point of departure at the earliest opportunity. The payment of the reimbursement shall be made under the same conditions as the payment for compensation referred to in Article 17;

*Amendment*

(a) reimbursement of the full cost of the *optimal single rail journey*, under the conditions by which it was paid, for the part or parts of his or her journey not made and for the part or parts already made if the journey is no longer serving any purpose in relation to the passenger's original travel plan, together with, when relevant, a return service to the first point of departure at the earliest opportunity. The payment of the reimbursement shall be made under the same conditions as the payment for compensation referred to in Article 17;

Or. en

*Justification*

*For legal certainty, the reimbursement conditions need to be clarified for all types of tickets, including optimal single rail journeys. This is inextricably linked to Article 9 (Travel information) as passengers need to know their rights and obligations before the start of their journey. It also relates to Recital 2 regarding the goal of increasing "the share of rail transport in relation to other modes of transport."*

