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Committee on Transport and Tourism

2013/0015(COD)

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AMENDMENTS

353 - 440

Draft report
Izaskun Bilbao Barandica
(PE513.305v01-00)

on the proposal for a directive of the European Parliament and of the Council
on the interoperability of the rail system within the European Union (recast)

Proposal for a directive
(COM(2013)0030 – C7-0027/2013 – 2013/0015(COD))

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PE519.531v01-00

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United in diversity

EN

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Amendment 353
Bogusław Liberadzki

Proposal for a directive
Article 21

Text proposed by the Commission

Amendment

Article 21

deleted

Placing in service of vehicles

1. Railway undertakings shall place in service a vehicle only after having checked, in consultation with the infrastructure manager, the technical compatibility between the vehicle and the route and the safe integration of the vehicle into the system in which it is intended to operate, established on the basis of the relevant TSIs, national rules, registers, and the common safety methods set out in Article 6 of Directive.

To this aim, vehicles shall first receive the vehicle authorisation for placing on the market in accordance with Article 20.

2. The railway undertaking shall communicate its decisions with respect to the placing in service of vehicles to the Agency, the infrastructure manager and the national safety authority concerned. These decisions shall be recorded in the national vehicle registers referred to in Article 43.

3. In the event of renewal or upgrading of existing vehicles, a new 'EC' declaration of verification shall be needed as set out in Article 15(4). In addition, a new decision taken by the railway undertaking for placing in service of these vehicles shall be required when:

(n) the overall safety level of the subsystem concerned may be adversely affected by the works envisaged, or

(o) it is required by the relevant TSIs.

Or. en

(See new proposal for Article 21)

Amendment 354
Gilles Pargneaux
Proposal for a directive
Article 21 – title

Text proposed by the Commission

Amendment

Placing in service of vehicles

Use of vehicles

Or. fr

Amendment 355
Michael Cramer

Proposal for a directive
Article 21 – title

Text proposed by the Commission

Amendment

Placing in service of vehicles

Use of vehicles

Or. en

Justification

There should be a European vehicle authorisation so that vehicles can be purchased "ready for use". The proposed distinction between "placing on the market" and "placing in service" does not remove the hurdles for easy and quicker purchase and use of rolling stock.

Amendment 356
Luis de Grandes Pascual

Proposal for a directive
Article 21 – title

Text proposed by the Commission

Amendment

Placing in service of vehicles

Checks before the use of authorised

Amendment 357
Gilles Pargneaux
Proposal for a directive
Article 21 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Railway undertakings shall place in service a vehicle only after having checked, in consultation with the infrastructure manager, the technical compatibility between the vehicle and the route and the safe integration of the vehicle into the system in which it is intended to operate, established on the basis of the relevant TSIs, national rules, registers, and the common safety methods set out in Article 6 of Directive.

Amendment

1. Before using a vehicle, the railway undertaking shall check that it has a valid authorisation for bringing into service for the Member States and for the routes in which and on which it is intended to travel, taking into account:

(a) the register(s) specified in Article 45 (or via a question put to the infrastructure manager if the register is not yet available) and any temporarily modified value of the parameters as a result of temporary network restrictions, forwarded by the infrastructure manager or in respect of the vehicle by the ECM.

(b) the European register of vehicles referred to in Article 43 and/or the European register of vehicle types referred to in Article 44, including any temporarily modified value of the parameters as a result of temporary restrictions in respect of the type or the vehicle.

Justification

The capacity of the railway undertaking to manage and use authorised rolling stock has

already been checked in the context of the issuance of a safety certificate. The current procedures, which involve verifying that the characteristics of the vehicle are compatible with the characteristics of the infrastructure on the proposed route, are thus sufficient and effective. The verification of the characteristics of the infrastructure should not be carried out by means of a consultation process, since it is only data which are required, not opinions.

Amendment 358
Michael Cramer

Proposal for a directive
Article 21 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Railway **undertakings** shall **place** in service **a vehicle *only after having checked, , in consultation with*** the infrastructure manager, ***the technical compatibility between the vehicle and the route and the safe integration of the vehicle into the system in which it is intended to operate, established on the basis of the relevant TSIs, national rules, registers, and the common safety methods set out in Article 6 of Directive.***

Amendment

Before operating a vehicle, the railway undertaking shall check that this vehicle has a valid authorisation for placing in service for the Member States and the routes on which that vehicle is intended to run, taking into account:

a) the register(s) specified in article 45 (or through a question to the infrastructure manager if the register is not yet available) and any temporary altered values of the parameters due to provisional restrictions related to the network transmitted by the infrastructure manager or to the vehicle by the ECM.

b) The European vehicle register referred to in Article 43 and/or European vehicle type register referred to in Article 44 including any temporary altered values of the parameters due to provisional restrictions related to the type or to the vehicle.

Or. en

Justification

There should be a European vehicle authorisation so that vehicles can be purchased "ready for use". The proposed distinction between "placing on the market" and "placing in service" does not remove the hurdles for easy and quicker purchase and use of rolling stock.

Amendment 359

Carlo Fidanza

Proposal for a directive

Article 21 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Railway undertakings shall place in service a vehicle only after having checked, **, in consultation with the infrastructure manager**, the technical compatibility **between the vehicle and the route** and the **safe integration** of the vehicle into the system in which it is intended to operate, established on the basis of the relevant TSIs, national rules, registers, and the common safety methods set out in Article 6 of Directive.

Amendment

Railway undertakings shall place in service a vehicle only after having checked, **using the information of the RINF**, the technical compatibility **and safe integration between the vehicle** and the **route** of the vehicle into the system in which it is intended to operate, established on the basis of the relevant TSIs, national rules, registers, and the common safety methods set out in Article 6 of Directive. **In order to help the Railway Undertakings to check the technical compatibility and safe integration between the vehicle and the route(s), the infrastructure manager, on request, shall provide the railway undertakings with additional information related to the route(s) characteristics.**

Or. en

Justification

When placing a vehicle in service the official Register of Infrastructure (RINF) is the major tool to assess the compatibility between the vehicle and a specific railway route. The responsibility of the infrastructure manager needs to be better defined: the expression "in consultation with" is not clear.

Amendment 360

Luis de Grandes Pascual

Proposal for a directive
Article 21 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Railway **undertakings shall place in service a vehicle only after having checked,** , in consultation with the infrastructure manager, the technical compatibility between the vehicle and the route and the safe integration of the vehicle into the system in which it is intended to operate, established on the basis of the relevant TSIs, national rules, registers, **and** the common safety methods set out in Article 6 of Directive.

Amendment

Before a railway undertaking uses a vehicle in the area of use specified in its authorisation for placing on the market, it shall check, in consultation with the infrastructure manager, the technical compatibility between the vehicle and the route and the safe integration of the vehicle into the system in which it is intended to operate, established on the basis of the relevant TSIs, national rules, registers, the common safety methods set out in Article 6 of Directive **and the train composition of the vehicle into the train in which it is intended to operate, on the basis of the safety management system as set out in Article 9 of Directive.../... [Railway Safety Directive] and the TSI on operation and traffic management**

Or. en

Amendment 361
Erik Bánki
Proposal for a directive
Article 21 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Railway undertakings shall place in service a vehicle only after **having** checked, , in consultation with the infrastructure manager, the technical compatibility between the vehicle and the route and the safe integration of the vehicle into the system in which it is intended to operate, established on the basis of the relevant TSIs, national rules, registers, and the common safety methods set out in Article 6 of Directive.

Amendment

Railway undertakings shall place in service a vehicle only after **the national safety authority of the Member State in which the railway undertaking is established has** checked, **where appropriate also** in consultation with the infrastructure manager, the technical compatibility between the vehicle and the route and the safe integration of the vehicle into the system in which it is intended to operate, established on the basis of the relevant TSIs, national rules, registers, and the common safety methods set out in Article 6

of Directive.

Or. hu

Amendment 362
David-Maria Sassoli, Franco Frigo

Proposal for a directive
Article 21 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Railway undertakings shall place in service a vehicle only after having checked, , ***in consultation with the infrastructure manager***, the technical compatibility ***between the vehicle and the route*** and the ***safe integration*** of the vehicle into the system in which it is intended to operate, established on the basis of the relevant TSIs, national rules, registers, and the common safety methods set out in Article 6 of Directive.

Amendment

I. Railway undertakings shall place in service a vehicle only after having checked, ***using the information of the RINF***, the technical compatibility ***and safe integration between the vehicle*** and the ***route*** of the vehicle into the system in which it is intended to operate, established on the basis of the relevant TSIs, national rules, registers, and the common safety methods set out in Article 6 of Directive. ***In order to help the Railway Undertakings to check the technical compatibility and safe integration between the vehicle and the route(s), the infrastructure manager, on request, shall provide the railway undertakings with additional information related to the route(s) characteristics.***

Or. en

Amendment 363
Erik Bánki
Proposal for a directive
Article 21 – paragraph 1 – subparagraph 2

Text proposed by the Commission

To this aim, ***vehicles*** shall first ***receive*** the vehicle authorisation for placing on the market in accordance with Article 20.

Amendment

To this aim, ***the railway undertaking*** shall first ***obtain*** the vehicle authorisation for placing on the market in accordance with Article 20.

Or. hu

Amendment 364
Phil Bennion

Proposal for a directive
Article 21 – paragraph 1 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

To ensure an efficient and safe placing in service of a vehicle, railway undertakings, infrastructure managers of the areas of use, networks or lines or groups of networks or lines and the Agency shall cooperate from the start of the authorisation process in agreeing compatibility with existing systems.

Or. en

Amendment 365
Michael Cramer

Proposal for a directive
Article 21 – paragraph 2

Text proposed by the Commission

Amendment

2. The railway undertaking shall communicate its decisions with respect to the placing in service of vehicles to the Agency, the infrastructure manager and the national safety authority concerned. These decisions shall be recorded in the national vehicle registers referred to in Article 43.

deleted

Or. en

Justification

There should be a European vehicle authorisation so that vehicles can be purchased "ready for use". The proposed distinction between "placing on the market" and "placing in service" does not remove the hurdles for easy and quicker purchase and use of rolling stock.

Amendment 366
Luis de Grandes Pascual

Proposal for a directive
Article 21 – paragraph 2

Text proposed by the Commission

Amendment

2. The railway undertaking shall communicate its decisions with respect to the placing in service of vehicles to the Agency, the infrastructure manager and the national safety authority concerned. These decisions shall be recorded in the national vehicle registers referred to in Article 43.

deleted

Or. en

Amendment 367
Erik Bánki
Proposal for a directive
Article 21 – paragraph 2

Text proposed by the Commission

Amendment

2. The railway undertaking shall communicate its decisions with respect to the placing in service of vehicles to the Agency, the infrastructure manager and the national safety authority concerned. These decisions shall be recorded in the national vehicle registers referred to in Article 43.

2. The *decision of* the national safety authority shall be recorded in the national vehicle registers referred to in Article 43.

Or. hu

Amendment 368
Gilles Pargneaux
Proposal for a directive
Article 21 – paragraph 3

Text proposed by the Commission

Amendment

3. In the event of renewal or upgrading of

deleted

existing vehicles, a new 'EC' declaration of verification shall be needed as set out in Article 15(4). In addition, a new decision taken by the railway undertaking for placing in service of these vehicles shall be required when:

- (n) the overall safety level of the subsystem concerned may be adversely affected by the works envisaged; or*
- (o) it is required by the relevant TSIs.*

Or. fr

Justification

The renewal of the vehicle authorisation is dealt with in Article 20(8). Once the authorisation has been renewed, the railway undertaking can use the vehicles, because the safety certificate already proves that the undertaking has been approved to do so.

Amendment 369
Michael Cramer

Proposal for a directive
Article 21 – paragraph 3

Text proposed by the Commission

Amendment

3. In the event of renewal or upgrading of existing vehicles, a new 'EC' declaration of verification shall be needed as set out in Article 15(4). In addition, a new decision taken by the railway undertaking for placing in service of these vehicles shall be required when:

deleted

- (n) the overall safety level of the subsystem concerned may be adversely affected by the works envisaged, or*
- (o) it is required by the relevant TSIs.*

Or. en

Amendment 370
Luis de Grandes Pascual

**Proposal for a directive
Article 21 – paragraph 3**

Text proposed by the Commission

Amendment

3. In the event of renewal or upgrading of existing vehicles, a new 'EC' declaration of verification shall be needed as set out in Article 15(4). In addition, a new decision taken by the railway undertaking for placing in service of these vehicles shall be required when:

deleted

(n) the overall safety level of the subsystem concerned may be adversely affected by the works envisaged, or

(o) it is required by the relevant TSIs.

Or. en

**Amendment 371
Erik Bánki
Proposal for a directive
Article 21 – paragraph 3 – introductory part**

Text proposed by the Commission

Amendment

3. In the event of renewal or upgrading of existing vehicles, a new 'EC' declaration of verification shall be needed as set out in Article 15(4). In addition, a new decision taken by the **railway undertaking** for placing in service of these vehicles shall be required when:

3. In the event of renewal or upgrading of existing vehicles, a new 'EC' declaration of verification shall be needed as set out in Article 15(4). In addition, a new decision taken by the **national safety authority** for placing in service of these vehicles shall be required when:

Or. hu

Justification

The railway undertakings do not have sufficient specialists to enable them to decide on the matter of placing in service, which has such an influence on safety in rail transport that it should fall within the remit of the national safety authority. The railway undertakings should not, however, be expected to take on any extra administrative burdens, in the interest of promoting the competitiveness of the railways.

Amendment 372
Bogusław Liberadzki

Proposal for a directive
Article 21 a (new)

Text proposed by the Commission

Amendment

Article 21 a

Use of vehicles

Before operating a vehicle, the railway undertaking shall check that the vehicle has a valid authorisation for placing in service for the Member States and the route where that vehicle is intended to run, taking into account:

(a) the register(s) specified in article 45 (or through a request to the infrastructure manager if the register is not yet available) and any temporary altered values of the parameters due to provisional restrictions related to the network transmitted by the infrastructure manager or to the vehicle by the ECM.

(b) The European vehicle register referred to in Article 43 and/or European vehicle type register referred to in Article 44 including any temporary altered values of the parameters due to provisional restrictions related to the type or to the vehicle.

Or. en

(This Amendment substitutes Article 21 proposed by the Commission.)

Justification

The amendment of this article disburdens the railway operation and allows an easy and fast start of the operation. The railway company is no longer obliged to undertake extensive and time-consuming checks but can instead offer customer services quickly after having checked that the vehicle has a valid authorisation for placing in service for the Member States and the route where that vehicle is intended to run.

Amendment 373
Gilles Pargneaux
Proposal for a directive
Article 22 – paragraph 1 – subparagraph 1

Text proposed by the Commission

The Agency shall grant authorisations to place vehicle types ***on the market***.

Amendment

The Agency shall grant authorisations to place vehicle types ***in service***.

Or. fr

Amendment 374
Roberts Zile

Proposal for a directive
Article 22 – paragraph 1 – subparagraph 1

Text proposed by the Commission

The Agency ***shall*** grant authorisations to place vehicle types on the market .

Amendment

The Agency ***or the national safety authority, where appropriate, in accordance with procedure set out in Article 20, may*** grant authorisations to place vehicle types on the market.

Or. en

Justification

For vehicles operated in only one Member State, applicants should be given the choice whether to apply to the Agency or to national safety authorities and receive authorisation for type authorisation of vehicles issued by the Agency or by a national safety authority. Allowing applicants to choose between European and national authorisation provides greater certainty that the costs and time of the procedure will be reduced. It also avoids the risk of the Agency being overloaded by applications.

Amendment 375
Erik Bánki
Proposal for a directive
Article 22 – paragraph 1 – subparagraph 1

Text proposed by the Commission

The ***Agency*** shall ***grant*** authorisations to

Amendment

The ***national safety authority of the***

place vehicle types on the market.

Member State in which the applicant is established shall *issue* authorisations to place vehicle types on the market.

Or. hu

Amendment 376

Roberts Zile

Proposal for a directive

Article 22 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

The Agency shall provide detailed guidance on how to obtain the authorisation to place vehicle types on the market. An application guidance document describing and explaining the requirements for the authorisation to place vehicle types on the market and listing the required documents shall be made available to applicants free of charge. The national safety authorities shall cooperate with the Agency in disseminating such information.

deleted

Or. en

Amendment 377

Gilles Pargneaux

Proposal for a directive

Article 22 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

The Agency shall provide detailed guidance on how to obtain the authorisation to place vehicle types *on the market*. An application guidance document describing and explaining the requirements for the authorisation to place vehicle types *on the market* and listing the required documents shall be made available to applicants free of charge. The national

The Agency shall provide detailed guidance on how to obtain the authorisation to place vehicle types *in service*. An application guidance document describing and explaining the requirements for the authorisation to place vehicle types *in service* and listing the required documents shall be made available to applicants free of charge. The national

safety authorities shall cooperate with the Agency in disseminating such information.

safety authorities shall cooperate with the Agency in disseminating such information.

Or. fr

Amendment 378
Inés Ayala Sender
Proposal for a directive
Article 22 – paragraph 1 – subparagraph 2

Text proposed by the Commission

The Agency shall provide detailed guidance on how to obtain the authorisation to place vehicle types on the market. An application guidance document describing and explaining the requirements for the authorisation to place vehicle types on the market and listing the required documents shall be made available to applicants free of charge. The national safety authorities shall cooperate with the Agency in disseminating such information.

Amendment

The Agency shall provide detailed guidance on how to obtain the authorisation to place vehicle types on the market. ***The Agency shall give priority to authorisations for low-deck vehicles which can travel on a network with a low loading gauge and vehicles which can travel on a high proportion of the freight corridors established in the Regulation concerning a European rail network for competitive freight¹. It shall also create a special reduced-charge scheme for authorisations for these vehicle types.***

An application guidance document describing and explaining the requirements for the authorisation to place vehicle types on the market and listing the required documents shall be made available to applicants free of charge. The national safety authorities shall cooperate with the Agency in disseminating such information.

¹ ***Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight as amended by Regulation XX/2013 establishing the Connecting Europe Facility***

Or. es

Justification

One of the problems encountered in promoting rail freight is the shortage of low-deck vehicles that can travel on very low-gauge sections of the network. Mechanisms to promote such vehicles should therefore be established in this regulation and the Agency regulation in order to provide an incentive for constructors to produce more vehicles of this type. Priority should also be given to freight wagons that are interoperable on a high proportion of the nine freight corridors already established.

Amendment 379

Erik Bánki

Proposal for a directive

Article 22 – paragraph 1 – subparagraph 2

Text proposed by the Commission

The Agency shall provide detailed guidance on how to obtain the authorisation to place vehicle types on the market. An application guidance document describing and explaining the requirements for the authorisation to place vehicle types on the market and listing the required documents shall be made available to applicants free of charge. ***The national safety authorities shall cooperate with the Agency in disseminating such information.***

Amendment

The Agency shall, ***together with the national safety authorities***, provide detailed guidance on how to obtain the authorisation to place vehicle types on the market. An application guidance document describing and explaining the requirements for the authorisation to place vehicle types on the market and listing the required documents shall be made available to applicants ***by the Agency*** free of charge.

Or. hu

Amendment 380

Gilles Pargneaux

Proposal for a directive

Article 22 – paragraph 2

Text proposed by the Commission

2. However, if the Agency issues a vehicle authorisation for placing ***on the market***, it shall at the same time issue the authorisation to ***place*** the corresponding vehicle type ***on the market***.

Amendment

2. However, if the Agency issues a vehicle authorisation for placing ***in service***, it shall at the same time issue the authorisation to place the corresponding vehicle type ***in service***.

Or. fr

Amendment 381
Erik Bánki
Proposal for a directive
Article 22 – paragraph 2

Text proposed by the Commission

2. However, if the **Agency** issues a vehicle authorisation for placing on the market, it shall at the same time issue the authorisation to place the corresponding vehicle type on the market.

Amendment

2. However, if the **national safety authority of the Member State in which the applicant is established** issues a vehicle authorisation for placing on the market, it shall at the same time issue the authorisation to place the corresponding vehicle type on the market.

Or. hu

Amendment 382
Roberts Zile
Proposal for a directive
Article 22 – paragraph 2

Text proposed by the Commission

2. **However, if** the Agency issues a vehicle authorisation for placing on the market, it shall at the same time issue the authorisation to place the corresponding vehicle type on the market .

Amendment

2. **If** the Agency **or the national safety authority** issues a vehicle authorisation for placing on the market, it shall at the same time, **at the applicant's request**, issue the authorisation to place the corresponding vehicle type on the market.

Or. en

Justification

For vehicles operated in only one Member State, applicants should be given the choice whether to apply to the Agency or to national safety authorities and receive authorisation for type authorisation of vehicles issued by the Agency or by a national safety authority. Allowing applicants to choose between European and national authorisation provides greater certainty that the costs and time of the procedure will be reduced. It also avoids the risk of the Agency being overloaded by applications.

Amendment 383
Gilles Pargneaux
Proposal for a directive
Article 22 – paragraph 3

Text proposed by the Commission

3. A vehicle which is in conformity with a vehicle type for which an authorisation to place the corresponding vehicle type ***on the market*** has been already issued shall, without further checks, receive a vehicle authorisation for placing ***on the market*** on the basis of a declaration of conformity to this type submitted by the applicant.

Amendment

3. A vehicle which is in conformity with a vehicle type for which an authorisation to place the corresponding vehicle type ***in service*** has been already issued shall, without further checks, receive a vehicle authorisation for placing ***in service*** on the basis of a declaration of conformity to this type submitted by the applicant.

Or. fr

Amendment 384
Gilles Pargneaux
Proposal for a directive
Article 22 – paragraph 4

Text proposed by the Commission

4. In the event of changes to any relevant provisions in TSIs or national rules, on the basis of which an authorisation to place a vehicle type ***on the market*** has been issued, the TSI or national rule shall determine whether the authorisation to place that vehicle type ***on the market*** already granted remains valid or needs to be renewed. If that authorisation needs to be renewed, the checks performed by the Agency may only concern the changed rules. The renewal of the authorisation to place a vehicle type ***on the market*** does not affect vehicle authorisations for placing ***on the market*** already issued on the basis of the previous authorisation to place that vehicle type ***on the market***.

Amendment

4. In the event of changes to any relevant provisions in TSIs or national rules, on the basis of which an authorisation to place a vehicle type ***in service*** has been issued, the TSI or national rule shall determine whether the authorisation to place that vehicle type ***in service*** already granted remains valid or needs to be renewed. If that authorisation needs to be renewed, the checks performed by the Agency may only concern the changed rules. The renewal of the authorisation to place a vehicle type ***in service*** does not affect vehicle authorisations for placing ***in service*** already issued on the basis of the previous authorisation to place that vehicle type ***in service, without prejudice to Article 5(10)***.

Or. fr

Amendment 385
Roberts Zile

Proposal for a directive
Article 22 – paragraph 4

Text proposed by the Commission

4. In the event of changes to any relevant provisions in TSIs or national rules, on the basis of which an authorisation to place a vehicle type on the market has been issued, the TSI or national rule shall determine whether the authorisation to place that vehicle type on the market already granted remains valid or needs to be renewed. If that authorisation needs to be renewed, the checks performed by the Agency may only concern the changed rules. The renewal of the authorisation to place a vehicle type on the market does not affect vehicle authorisations for placing on the market already issued on the basis of the previous authorisation to place that vehicle type on the market.

Amendment

4. In the event of changes to any relevant provisions in TSIs or national rules, on the basis of which an authorisation to place a vehicle type on the market has been issued, the TSI or national rule shall determine whether the authorisation to place that vehicle type on the market already granted remains valid or needs to be renewed. If that authorisation needs to be renewed, the checks performed by the Agency **or the national safety authority** may only concern the changed rules. The renewal of the authorisation to place a vehicle type on the market does not affect vehicle authorisations for placing on the market already issued on the basis of the previous authorisation to place that vehicle type on the market.

Or. en

Justification

For vehicles operated in only one Member State, applicants should be given the choice whether to apply to the Agency or to national safety authorities and receive authorisation for type authorisation of vehicles issued by the Agency or by a national safety authority. Allowing applicants to choose between European and national authorisation provides greater certainty that the costs and time of the procedure will be reduced. It also avoids the risk of the Agency being overloaded by applications.

Amendment 386
Erik Bánki
Proposal for a directive
Article 22 – paragraph 4

Text proposed by the Commission

4. In the event of changes to any relevant provisions in TSIs or national rules, on the basis of which an authorisation to place a vehicle type on the market has been issued, the TSI or national rule shall determine whether the authorisation to place that vehicle type on the market already granted remains valid or needs to be renewed. If that authorisation needs to be renewed, the checks performed by the **Agency** may only concern the changed rules. The renewal of the authorisation to place a vehicle type on the market does not affect vehicle authorisations for placing on the market already issued on the basis of the previous authorisation to place that vehicle type on the market.

Amendment

4. In the event of changes to any relevant provisions in TSIs or national rules, on the basis of which an authorisation to place a vehicle type on the market has been issued, the TSI or national rule shall determine whether the authorisation to place that vehicle type on the market already granted remains valid or needs to be renewed. If that authorisation needs to be renewed, the checks performed by the **national safety authority of the Member State in which the applicant is established** may only concern the changed rules. The renewal of the authorisation to place a vehicle type on the market does not affect vehicle authorisations for placing on the market already issued on the basis of the previous authorisation to place that vehicle type on the market.

Or. hu

Justification

The expertise of the national safety authorities must not be overlooked in the matter of vehicle type authorisations. The national safety authority of the applicant's place of establishment must therefore have the right to proceed. In order to strengthen the role of the ERA, it must make the expertise of the national safety authorities and guidance based on knowledge accumulated over a number of years available to applicants.

Amendment 387
Gilles Pargneaux
Proposal for a directive
Article 22 – paragraph 5

Text proposed by the Commission

5. The declaration of conformity to type shall be established in accordance with Decision 2010/713/EU.

Amendment

5. The Agency may modify, suspend or revoke an authorisation to place a vehicle type in service if the vehicle type in question no longer meets the conditions on the basis of which the authorisation was granted, giving the reasons for its

decision. The Agency shall immediately update the European register defined in Article 44.

Or. fr

Amendment 388
Izaskun Bilbao Barandica

Proposal for a directive
Article 29 – paragraph 1 – point a

Text proposed by the Commission

(a) sound technical and vocational training covering all the conformity assessment activities in relation to which the conformity assessment body has been notified;

Amendment

(a) sound technical and vocational training covering all the conformity assessment activities in relation to which the conformity assessment body has been notified *as well as training on accessibility issues*;

Or. en

Amendment 389
Ádám Kósa, Dieter-Lebrecht Koch, Rosa Estaràs Ferragut, Thomas Ulmer

Proposal for a directive
Article 29 – paragraph 1 – point a

Text proposed by the Commission

(a) sound technical and vocational training covering all the conformity assessment activities in relation to which the conformity assessment body has been notified;

Amendment

(a) sound technical and vocational training covering all the conformity assessment activities in relation to which the conformity assessment body has been notified *as well as training on accessibility issues*;

Or. en

Amendment 390
Dominique Riquet

Proposal for a directive
Article 32 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(d) the body shall supply its services exclusively to the undertaking of which it forms a part.

deleted

Or. fr

Justification

A restriction of this kind would not seem to be justified.

Amendment 391
Luis de Grandes Pascual

Proposal for a directive
Article 42 – paragraph 1

Text proposed by the Commission

Amendment

1. *Any* vehicle placed in service in the Union's rail system shall *carry* a European vehicle number (EVN) *assigned by the national safety authority competent for the relevant territory before the first placing in service of the vehicle.*

1. *The national safety authority competent for the territory where the vehicle is first* placed in service in the Union's rail system shall *assign* a European vehicle number (EVN) *at the latest by the date of commencement of operations*

Or. en

Amendment 392
Dominique Riquet
Proposal for a directive
Article 42 – paragraph 2

Text proposed by the Commission

Amendment

2. The railway undertaking operating a vehicle shall ensure the vehicle is marked with the assigned EVN.

2. The railway undertaking operating a vehicle shall ensure the vehicle is marked with the assigned EVN *and shall be responsible for ensuring that it is properly registered.*

Amendment 393
Bogusław Liberadzki

Proposal for a directive
Article 43 – title

Text proposed by the Commission

Amendment

National vehicle registers

European vehicle registers

Or. en

Justification

The Agency is responsible for developing and maintaining several registers and databases in order to ensure transparency and equal access to documents for all railway market actors. The European vehicle register is an important element of this set of registers and shall be in the responsibility of and maintained by the Agency.

Amendment 394
Bogusław Liberadzki

Proposal for a directive
Article 43 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

1. *Each Member State* shall keep a register of the vehicles placed in service *in its territory*. This register shall meet the following criteria:

1. *The Agency* shall keep a register of the vehicles placed in service *in the Union*. This register shall meet the following criteria:

Or. en

Justification

The Agency is responsible for developing and maintaining several registers and databases in order to ensure transparency and equal access to documents for all railway market actors. The European vehicle register is an important element of this set of registers and shall be in the responsibility of and maintained by the Agency.

Amendment 395
Bogusław Liberadzki

Proposal for a directive
Article 43 – paragraph 1 – point b

Text proposed by the Commission

(b) it shall be kept updated by *a body independent of any railway undertaking*;

Amendment

(b) it shall be kept updated by **the Agency**;

Or. en

Justification

The Agency is responsible for developing and maintaining several registers and databases in order to ensure transparency and equal access to documents for all railway market actors. The European vehicle register is an important element of this set of registers and shall be in the responsibility of and maintained by the Agency.

Amendment 396
Silvia-Adriana Țicău

Proposal for a directive
Article 43 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

(1a) The Member States' national vehicle registers shall be interconnected by 30 December 2015;

Or. ro

Amendment 397
Silvia-Adriana Țicău

Proposal for a directive
Article 43 – paragraph 2

Text proposed by the Commission

Amendment

(2) The Commission shall adopt common specifications on content, data format,

(2) The Commission shall adopt common specifications on content, data format,

functional and technical architecture, operating mode, including arrangements for the exchange of data, and rules for data input and consultation for the national vehicle registers by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 48(3).

functional and technical architecture, operating mode, including arrangements for the exchange of data, and rules for data input and consultation for the national vehicle registers by means of implementing acts **by 30 December 2014**. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 48(3).

Or. ro

Amendment 398
Roberts Zile

Proposal for a directive
Article 43 – paragraph 5

Text proposed by the Commission

5. In the case of vehicles placed in service for the first time in a third country and subsequently placed in service in a Member State, that Member State shall ensure that the vehicle data can be retrieved through the national vehicle register or through provisions of an international agreement .

Amendment

5. In the case of vehicles placed in service for the first time in a third country and subsequently placed in service in a Member State, that Member State shall ensure that the vehicle data, ***including at least data relating to the vehicle keeper, the entity in charge of maintenance and the restrictions on how the vehicle may be used***, can be retrieved through the national vehicle register or through provisions of an international agreement.

Or. en

Amendment 399
Gilles Pargneaux
Proposal for a directive
Article 44 – title

Text proposed by the Commission

European register of authorisation to place vehicle types ***on the market***

Amendment

European register of authorisation to place vehicle types ***in service***

Amendment 400
Gilles Pargneaux
Proposal for a directive
Article 44 – paragraph 1 – introductory part

Text proposed by the Commission

1. The Agency shall set up and keep a register of authorisations to place vehicle types ***on the market*** issued in accordance with Article 22. This register shall meet the following criteria:

Amendment

1. The Agency shall set up and keep a register of authorisations to place vehicle types ***in service*** issued in accordance with Article 22. This register shall meet the following criteria:

Amendment 401
Michael Cramer
Proposal for a directive
Article 44 – paragraph 1 – introductory part

Text proposed by the Commission

1. The Agency shall set up and keep a register of authorisations to place vehicle types ***on the market*** issued in accordance with Article 22 . This register shall meet the following criteria:

Amendment

1. The Agency shall set up and keep a register of authorisations to place vehicle types ***in service*** issued in accordance with Article 22 . This register shall meet the following criteria:

Amendment 402
Artur Zasada, Bogdan Kazimierz Marcinkiewicz

Proposal for a directive
Article 44 – paragraph 1 – introductory part

Text proposed by the Commission

1. The Agency shall set up and keep a register of ***authorisations to place vehicle types on the market issued in accordance***

Amendment

1. The Agency shall set up and keep a register of ***types of vehicles authorised by the Member States for placing in service.***

with Article 22 . This register shall meet the following criteria:

This register shall meet the following criteria:

Or. en

Amendment 403

Artur Zasada, Bogdan Kazimierz Marcinkiewicz

**Proposal for a directive
Article 44 – paragraph 2**

Text proposed by the Commission

2. The Commission shall adopt common specifications relating to content, data format, functional and technical architecture, operating mode and rules for data input and consultation for the register of ***authorisations to place vehicle types on the market*** by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 48(3).

Amendment

2. The Commission shall adopt common specifications relating to content, data format, functional and technical architecture, operating mode and rules for data input and consultation for the register of ***authorised types of vehicles*** by means of implementing acts. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 48(3).

Or. en

Amendment 404

Michael Cramer

**Proposal for a directive
Article 44 – paragraph 2 a (new)**

Text proposed by the Commission

Amendment

2a. That register shall include at least the following details for each type of vehicle:

(a) the technical characteristics of the type of vehicle, as defined in the relevant TSI;

(b) the manufacturer's name;

(c) the dates and references of the successive authorisations for that type of vehicle, including any restrictions or

withdrawals, and the Member States granting the authorisations.

(d) the name and contact details of the owner and the keeper of the vehicle;

When the Agency issues, renews, amends, suspends or revokes an authorisation to place vehicle types in service, it shall update the register without delay.

Or. en

Justification

This amendments builds upon Ms Bilbao's amendments number 66 and adds the requirement to indicate both waggon owners and keepers.

Amendment 405
Izaskun Bilbao Barandica

Proposal for a directive
Article 44 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. That register shall include at least the following details for each type of vehicle:

(a) the technical characteristics of the type of vehicle, as defined in the relevant TSI;

(b) the manufacturer's name;

(c) the dates and references of the successive authorisations for that type of vehicle, including any restrictions or withdrawals, and the Member States granting the authorisations.

(d) design features intended for persons with reduced mobility and persons with disabilities.

When the Agency issues, renews, amends, suspends or revokes an authorisation to place vehicle types in service, it shall update the register without delay.

Amendment 406
Luis de Grandes Pascual

Proposal for a directive
Article 45 – paragraph 1

Text proposed by the Commission

1. Each Member State shall **publish** a register of infrastructure stating the values of the network parameters of each subsystem or part of subsystem concerned.

Amendment

1. Each Member State shall **ensure that** a register of infrastructure **is published** stating the values of the network parameters of each subsystem or part of subsystem concerned.

Or. en

Amendment 407
Artur Zasada, Bogdan Kazimierz Marcinkiewicz

Proposal for a directive
Article 45 – paragraph 2

Text proposed by the Commission

2. The values of the parameters recorded in the register of infrastructure shall be used in combination with the values of the parameters recorded in the **vehicle authorisation for placing on the market** to check the technical compatibility between vehicle and network.

Amendment

2. The values of the parameters recorded in the register of infrastructure shall be used in combination with the values of the parameters recorded in the **register of authorised types of vehicles** to check the technical compatibility between vehicle and network.

Or. en

Amendment 408
Michael Cramer

Proposal for a directive
Article 45 – paragraph 3

Text proposed by the Commission

Amendment

3. The register of infrastructure may stipulate conditions for the use of fixed installations and other restrictions.

3. The register of infrastructure may stipulate conditions for the use of fixed installations and other restrictions, ***including temporary restrictions that are applied for longer than 6 months.***

Or. en

Justification

For the safe operation of trains, temporary restrictions that de facto become permanent need to be included in the register.

Amendment 409
Luis de Grandes Pascual

Proposal for a directive
Article 45 – paragraph 5

Text proposed by the Commission

Amendment

5. Other registers, such as a register on accessibility, may also be associated to the register of infrastructure.

deleted

Or. en

Amendment 410
Izaskun Bilbao Barandica

Proposal for a directive
Article 45 – paragraph 5

Text proposed by the Commission

Amendment

5. Other registers, such as a register on accessibility, may also be associated to the register of infrastructure.

5. Other registers, such as a register on accessibility ***taking into account persons with reduce mobility and persons with disabilities***, may also be associated to the register of infrastructure.

Amendment 411

Ádám Kósa, Dieter-Lebrecht Koch, Rosa Estaràs Ferragut, Thomas Ulmer

Proposal for a directive

Article 45 – paragraph 5

Text proposed by the Commission

5. Other registers, such as a register on accessibility, *may* also be associated to the register of infrastructure.

Amendment

5. Other registers, such as a register on accessibility *for persons with disabilities and persons with reduced mobility, shall* also be associated to the register of infrastructure.

Amendment 412

Silvia-Adriana Țicău

Proposal for a directive

Article 46 – paragraph 2

Text proposed by the Commission

(2) The power to adopt delegated acts referred to in Articles 4(2) and 5(3) shall be conferred on the Commission for *an indeterminate* period of *time* from the date of entry into force of this Directive.

Amendment

(2) The power to adopt delegated acts referred to in Articles 4(2) and 5(3) shall be conferred on the Commission for *a* period of *five years* from *[OPOCE please insert* the date of entry into force of this Directive*]*.

The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

Amendment 413
Inés Ayala Sender
Proposal for a directive
Article 49 a (new)

Text proposed by the Commission

Amendment

Article 49 a

Penalties

The Commission shall be empowered to adopt delegated acts in accordance with Article 46 in order to establish rules on penalties for failure to comply with the deadlines set in this Regulation for the adoption of decisions by the Agency. It shall also establish a compensation scheme for cases where the Board of Appeal provided for in the Agency Regulation finds in favour of the addressee of an Agency decision. The penalties and the compensation scheme must be effective, proportionate, non-discriminatory and dissuasive.

Or. es

Justification

Responsibilities should also be assigned to the Agency, along with appropriate additional guarantees for actors dealing with it. It should also be possible to appeal and receive compensation where the Agency fails to comply with deadlines.

Amendment 414
Inés Ayala Sender
Proposal for a directive
Article 50 – paragraph 1

Text proposed by the Commission

Amendment

1. Every three years and for the first time **three** years after the publication of this Directive, the Commission shall report to the European Parliament and the Council on the progress made towards achieving interoperability of the rail system. That report shall also include an

1. Every three years and for the first time **two** years after the publication of this Directive, the Commission shall report to the European Parliament and the Council on the progress made towards achieving interoperability of the rail system. That report shall also include an analysis of the

analysis of the cases set out in Article 7 and of the application of Chapter V .

cases set out in Article 7 and of the application of Chapter V .

Or. es

Amendment 415
Inés Ayala Sender
Proposal for a directive
Article 50 – paragraph 2

Text proposed by the Commission

2. The Agency shall develop and regularly update a tool capable of providing, at the request of a Member State or the Commission, an overview of the interoperability level of the rail system. That tool shall use the information included in the registers provided for in Chapter VII .

Amendment

2. The Agency shall develop and regularly update a tool capable of providing, at the request of a Member State, ***the European Parliament*** or the Commission, an overview of the interoperability level of the rail system. That tool shall use the information included in the registers provided for in Chapter VII .

Or. es

Amendment 416
Izaskun Bilbao Barandica

Proposal for a directive
Article 50 a (new)

Text proposed by the Commission

Amendment

Article 50 a (new)

Transitional regime

The Agency shall have the necessary organisational capacity and expertise to perform all of its functions independently from national safety authorities within 5 years following the date of entry into force of this Directive.

In order to fulfil its obligations during a transitional period of 5 years since the

entry into force of this Directive, the Agency may conclude cooperation agreements with national safety authorities in accordance with Article X of Regulation .../... [establishing a European Railway Agency].

These agreements could be specific or framework agreements, and involve one or more national safety authorities. These agreements shall contain a specified description of tasks and conditions for deliverables, the time-limits applying to their delivery, the apportioning of the fees paid by the applicant. They may also include specific cooperation arrangements in the case of networks requiring specific expertise due to geographical or historical reasons, with a view to reducing administrative burden and costs to the applicant.

The Commission should be empowered to adopt delegated acts in accordance with article 46 concerning these cooperation agreements. These delegated acts shall be adopted at the latest 6 months following the date of entry into force of this Directive.

Or. en

Amendment 417

Bogdan Kazimierz Marcinkiewicz, Artur Zasada, Ryszard Antoni Legutko

**Proposal for a directive
Article 51 – paragraph 1**

Text proposed by the Commission

Amendment

1. Member States may continue to apply

1. Member States may continue to apply

the provisions set out in Chapter V of Directive 2008/57/EC until [*two* years after the date of entry into force].

the provisions set out in Chapter V of Directive 2008/57/EC until [*five* years after the date of entry into force].

Or. en

Amendment 418

Artur Zasada, Bogdan Kazimierz Marcinkiewicz

Proposal for a directive

Article 51 – paragraph 1

Text proposed by the Commission

1. Member States may continue to apply the provisions set out in Chapter V of Directive 2008/57/EC until [*two* years after the date of entry into force].

Amendment

1. Member States may continue to apply the provisions set out in Chapter V of Directive 2008/57/EC until [*five* years after the date of entry into force].

Or. en

Amendment 419

Luis de Grandes Pascual

Proposal for a directive

Article 51 – paragraph 3

Text proposed by the Commission

3. Vehicles authorised for placing in service pursuant to paragraphs 1 and 2, have to receive a vehicle authorisation for placing on the market in order to operate on one or more networks not covered by their authorisation. The placing in service on these additional networks is subject to the provisions of Article *21*.

Amendment

3. Vehicles authorised for placing in service pursuant to paragraphs 1 and 2, have to receive a vehicle authorisation for placing on the market in order to operate on one or more networks not covered by their authorisation. The placing in service on *the market on* these additional networks is subject to the provisions of Article *20 paragraph 1b(d) and (e)*.

Or. en

Amendment 420

Artur Zasada, Bogdan Kazimierz Marcinkiewicz

Proposal for a directive

Article 54 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with Article 1, Article 2, Article 7(1) to (4), Article 11(1), Article 13, Article 14(1) to (7), Article 15(1) to (6), Articles 17 to 21, Article 22(3) to (7), Articles 23 to 36, Article 37(2), Article 38, Article 39, Articles 41 to 43, Article 45(1) to (5), Article 51, and Annexes I to III by [**two** years after the date of entry into force] at the latest . They shall forthwith communicate to the Commission the text of those measures and a correlation table between those measures and this Directive. The correlation tables are needed to enable all actors concerned to clearly identify the relevant provisions applicable at national level for the implementation of this Directive.

Amendment

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with Article 1, Article 2, Article 7(1) to (4), Article 11(1), Article 13, Article 14(1) to (7), Article 15(1) to (6), Articles 17 to 21, Article 22(3) to (7), Articles 23 to 36, Article 37(2), Article 38, Article 39, Articles 41 to 43, Article 45(1) to (5), Article 51, and Annexes I to III by [**five** years after the date of entry into force] at the latest . They shall forthwith communicate to the Commission the text of those measures and a correlation table between those measures and this Directive. The correlation tables are needed to enable all actors concerned to clearly identify the relevant provisions applicable at national level for the implementation of this Directive.

Or. en

Amendment 421

Izaskun Bilbao Barandica

Proposal for a directive

Article 52

Text proposed by the Commission

Annexes IV, V, VI, VII and IX to Directive 2008/57/EC shall apply until the date of application of the corresponding implementing acts referred to in Articles 8(2), 14(8), 15(7) and 7(3) of this Directive.

Amendment

Annexes IV, V, VI, VII and IX to Directive 2008/57/EC shall apply until the date of application of the corresponding **delegated acts** referred to in Articles 8(2), **15(7a) and** of the implementing acts referred to in Articles 14(8), 15(7) and 7(3) of this Directive.

Amendment 422
Erik Bánki
Proposal for a directive
Article 55 – paragraph 1

Text proposed by the Commission

Directive 2008/57/EC , as amended by the Directives listed in Annex IV, Part A, is repealed with effect from [*two* years after the date of entry into force] , without prejudice to the obligations of the Member States relating to the time limits for the transposition into national law of the Directives set out in Annex IV, Part B .

Amendment

A IV. Directive 2008/57/EC , as amended by the Directives listed in Annex IV, Part A, is repealed with effect from [*five* years after the date of entry into force], without prejudice to the obligations of the Member States relating to the time limits for the transposition into national law of the Directives set out in Annex IV, Part B.

Justification

Neither the Member States, nor the railway undertakings, nor the ERA can make the necessary arrangements in such a short time. In order to ensure that the transition is a smooth as possible and does not place any additional financial burden on the market players, a five-year preparation period would seem justified.

Amendment 423
Artur Zasada, Bogdan Kazimierz Marcinkiewicz

Proposal for a directive
Article 55 – paragraph 1

Text proposed by the Commission

Directive 2008/57/EC , as amended by the Directives listed in Annex IV, Part A, is repealed with effect from [*two* years after the date of entry into force] , without prejudice to the obligations of the Member States relating to the time limits for the transposition into national law of the Directives set out in Annex IV, Part B .

Amendment

Directive 2008/57/EC , as amended by the Directives listed in Annex IV, Part A, is repealed with effect from [*five* years after the date of entry into force] , without prejudice to the obligations of the Member States relating to the time limits for the transposition into national law of the Directives set out in Annex IV, Part B .

Amendment 424
Erik Bánki
Proposal for a directive
Article 56 – paragraph 2

Text proposed by the Commission

Articles 3 to 10, Article 11(2), (3) and (4), Article 12, Article 16, shall apply from [~~two~~ years after the date of entry into force].

Amendment

Articles 3 to 10, Article 11(2), (3) and (4), Article 12, Article 16 shall apply from [~~two~~**five** years after the date of entry into force].

Justification

Neither the Member States, nor the railway undertakings, nor the ERA can make the necessary arrangements in such a short time. In order to ensure that the transition is as smooth as possible and does not place any additional financial burden on the market players, a five-year preparation period would seem justified.

Amendment 425
Gilles Pargneaux
Proposal for a directive
Annex 1 – point 1 – introductory part

Text proposed by the Commission

1. Network

Amendment

1. Network

For the purposes of this Directive, the Union network shall include the following elements of the high-speed network as defined in letters (a), (b) and (c) and the conventional network as defined in letters (d) to (i):

(a) specially built high-speed lines equipped for speeds generally equal to or greater than 250 km/h,

(b) specially upgraded high-speed lines equipped for speeds of the order of 200 km/h,

(c) specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, to which the speed must be adapted in each case. This category shall include interconnecting lines between high-speed and conventional networks, lines through stations, accesses to terminals, depots, etc. travelled at conventional speed by 'high-speed' rolling stock,

(d) conventional lines intended for passenger services,

(e) conventional lines intended for mixed traffic (passengers and freight),

(f) conventional lines intended for freight services,

(g) passenger hubs,

(h) freight hubs, including intermodal terminals,

(i) lines connecting the abovementioned elements.

This network shall include traffic management, tracking and navigation systems, technical installations for data processing and telecommunications intended for long-distance passenger services and freight services on the network in order to guarantee the safe and harmonious operation of the network and efficient traffic management.

Or. fr

Justification

It is vital that the distinction between the conventional and the high-speed networks should be maintained.

Amendment 426
Bernadette Vergnaud
Proposal for a directive
Annex 1 – point 1 – paragraph 1

Text proposed by the Commission

For the purposes of this Directive, the Union's network shall include:

- specially built high-speed lines equipped for speeds generally equal to or greater than 250 km/h,
- specially upgraded high-speed lines equipped for speeds of the order of 200 km/h,
- specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, to which the speed must be adapted in each case. This category includes interconnecting lines between high-speed and conventional networks, lines through stations, accesses to terminals, depots, etc. travelled at conventional speed by 'high-speed' rolling stock.
- conventional lines intended for passenger services,
- conventional lines intended for mixed traffic (passengers and freight),
- conventional lines intended for freight services,
- passenger hubs,
- freight hubs, including intermodal terminals,
- lines connecting the abovementioned elements.

Amendment

For the purposes of this Directive, the Union network shall include ***the high-speed network as defined in letters (a), (b) and (c) and the conventional network as defined in letters (d) to (i):***

- (a)*** specially built high-speed lines equipped for speeds generally equal to or greater than 250 km/h,
- (b)*** specially upgraded high-speed lines equipped for speeds of the order of 200 km/h,
- (c)*** specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, to which the speed must be adapted in each case. This category includes interconnecting lines between high-speed and conventional networks, lines through stations, accesses to terminals, depots, etc. travelled at conventional speed by 'high-speed' rolling stock.
- (d)*** conventional lines intended for passenger services,
- (e)*** conventional lines intended for mixed traffic (passengers and freight),
- (f)*** conventional lines intended for freight services,
- (g)*** passenger hubs,
- (h)*** freight hubs, including intermodal terminals,
- (i)*** lines connecting the abovementioned elements.

Or. fr

Justification

The distinction between the conventional and high-speed networks should be maintained.

Amendment 427
Inés Ayala Sender
Proposal for a directive
Annex 1 – point 1 – paragraph 1 – indent 1

Text proposed by the Commission

– specially built high-speed lines equipped for speeds generally equal to or greater than 250 km/h,

Amendment

– specially built high-speed lines equipped for speeds generally equal to or greater than 250 km/h, **while enabling speeds of over 300 km/h to be reached in appropriate circumstances,**

Or. es

Justification

Notwithstanding the Commission's attempt to simplify Annex 1, this amendment restores the text of the directive currently in force. The Commission has missed the opportunity to state explicitly that high-speed rail may also reach speeds of over 300 km/h, which is significantly different from trains travelling at 250 km/h. In the interests of increased safety, it should be specified that certain requirements must be met for speeds of over 300 km/h.

Amendment 428
Gilles Pargneaux
Proposal for a directive
Annex 1 – point 2 – introductory part

Text proposed by the Commission

2. Vehicles

Amendment

2. Vehicles

For the purposes of this Directive, Union vehicles shall comprise all vehicles likely to travel on all or part of the Union network, including:

- high-speed vehicles designed to travel at speeds greater than 250 km/h on specially built lines which allow for maximum speeds of more than 300 km/h in appropriate circumstances,

- high-speed vehicles designed to travel at speeds of the order of 200 km/h on specially built or upgraded lines where this is compatible with the performance levels of those lines,

- *locomotives and passenger rolling stock, including thermal or electric traction units, self-propelling thermal or electric passenger trains, passenger coaches;*
- *freight wagons, including vehicles designed to carry lorries;*
- *special vehicles, such as on-track machines.*

Each of the above categories may be subdivided into:

- *vehicles for international use;*
- *vehicles for national use.*

The TSIs shall specify the requirements to ensure the safe operation of these vehicles on different categories of line.

Or. fr

Justification

It is vital that the distinction between the conventional and the high-speed networks should be maintained.

Amendment 429
Inés Ayala Sender
Proposal for a directive
Annex 1 – point 2 – paragraph 1 – indent 2

Text proposed by the Commission

– freight wagons, including vehicles designed to carry lorries;

Amendment

– freight wagons, including ***low-deck*** vehicles designed ***for the entire network and vehicles designed*** to carry lorries;

Or. es

Justification

One of the problems facing the interoperability of rail infrastructure in Europe is the difference in loading gauges. This problem may in some cases be solved with low-deck wagons, which are not necessarily designed to carry lorries. The legislator should therefore pay particular attention to this type of vehicle and include a specific reference to low-deck freight wagons, which should be more common and more widely distributed on the network, given that they can travel on a high proportion of it.

Amendment 430
Bernadette Vergnaud
Proposal for a directive
Annex 1 – point 2 – paragraph 1 – indent 3 a (new)

Text proposed by the Commission

Amendment

- high-speed vehicles designed to travel at speeds greater than 250 km/h on specially designed lines which allow for maximum speeds of more than 300 km/h in appropriate circumstances.

Or. fr

Amendment 431
Bernadette Vergnaud
Proposal for a directive
Annex 1 – point 2 – paragraph 1 – indent 3 b (new)

Text proposed by the Commission

Amendment

- high-speed vehicles designed to travel at speeds of the order of 200 km/h on specially built or upgraded lines where this is compatible with the performance levels of those lines.

In the case of vehicles designed to travel at a maximum speed of less than 200 km/h and which are likely to travel on high-speed lines, the TSIs shall lay down requirements which are such as to guarantee the safe operation of these vehicles on high-speed lines.

Or. fr

Amendment 432
Inés Ayala Sender
Proposal for a directive
Annex 1 – point 2 – paragraph 2 – indent 1 a (new)

Text proposed by the Commission

Amendment

- Vehicles designed to travel at speeds of at least 250 km/h on lines specially built

for high speeds, while enabling operation at speeds exceeding 300 km/h in appropriate circumstances,

- Vehicles designed to travel at speeds of the order of 200 km/h on high-speed lines or on lines specially built or specially upgraded for high speeds, where they are compatible with the possibilities offered by those lines.

In addition, vehicles designed to operate with a maximum speed lower than 200 km/h which are likely to travel on all or part of the trans-European high-speed network, where compatible with the performance levels of this network, shall fulfil the requirements ensuring safe operation on this network. To this end, the TSIs for conventional vehicles shall also specify requirements for safe operation of conventional vehicles on high-speed networks.

Or. es

Justification

Given the implications for network safety, it is vital to specify requirements for vehicles that may travel at 250 and those that may travel at 200 and below on high-speed lines.

Amendment 433
Jörg Leichtfried

Proposal for a directive
Annex 3 – point 2 – point 2.4 – point 2.4.1 – paragraph 5

Text proposed by the Commission

In the event of danger devices must enable passengers to inform the driver and accompanying staff to contact him.

Amendment

In the event of danger devices must enable passengers to inform the driver **and/or conductor** and accompanying staff to contact him **or them**.

Or. de

Amendment 434
Jörg Leichtfried

Proposal for a directive
Annex 3 – point 2 – point 2.4 – point 2.4.1 – paragraph 6

Text proposed by the Commission

The *access doors must incorporate* an opening and closing system *which guarantees* passenger safety.

Amendment

It must be possible to board and alight from trains safely. The opening and closing mechanisms for the doors, the platform gap width and the arrangements for making trains ready for departure must guarantee passenger safety. ***Trains must be designed in such a way that passengers cannot be trapped.***

Or. de

Justification

Passenger safety cannot be restricted solely to how doors open and close.

Amendment 435
Jörg Leichtfried

Proposal for a directive
Annex 3 – point 2 – point 2.4 – point 2.4.1 – paragraph 10

Text proposed by the Commission

Trains must be equipped with a public address system which provides a means of communication to the public from on-board staff.

Amendment

Trains must be equipped with a public address system which provides a means of communication to the public from on-board staff ***and/or drivers.***

Or. de

Amendment 436
Jörg Leichtfried

Proposal for a directive
Annex 3 – point 2 – point 2.4 – point 2.4.1 – paragraph 10 a (new)

Text proposed by the Commission

Amendment

Passengers must be given easily understandable, comprehensive information about rules applicable both in railway stations and in trains (no-entry points, entrances and exits, instructions concerning conduct, access for persons with reduced mobility, what markings mean, hazard areas, etc.).

Or. de

Justification

Information is also an aspect of passenger safety and access.

Amendment 437

Gilles Pargneaux

Proposal for a directive

Annex 3 – point 2 – point 2.4 – point 2.4.3 – paragraph 3

Text proposed by the Commission

Amendment

The characteristics of the rolling stock must be such as to allow it to travel on any line on which it is expected to operate, taking account of relevant climatic conditions.

The characteristics of the rolling stock must be such as to allow it to travel on any line on which it is expected to operate, taking account of relevant climatic conditions. ***This shall include the entirely safe integration of the vehicle into the subsystem with the infrastructure.***

Or. fr

Justification

It is vital that the integration of the vehicle into the network should be checked at the same time as its technical compatibility.

Amendment 438

Michael Cramer

Proposal for a directive

Annex 3 – point 2 – point 2.4 – point 2.4.3 – paragraph 3

Text proposed by the Commission

The characteristics of the rolling stock must be such as to allow it to travel on any line on which it is expected to operate, taking account of relevant climatic conditions.

Amendment

The characteristics of the rolling stock must be such as to allow it to travel on any line on which it is expected to operate, taking account of relevant climatic conditions. ***This requirement includes the safe integration of the vehicle's subsystem with the infrastructure.***

Or. en

Amendment 439

Jörg Leichtfried

Proposal for a directive

Annex 3 – point 2 – point 2.4 – point 2.4.3 – paragraph 3

Text proposed by the Commission

The characteristics of the rolling stock must be such as to allow it to travel on any line on which it is expected to operate, taking account of relevant climatic conditions.

Amendment

The characteristics of the rolling stock must be such as to allow it to travel on any line on which it is expected to operate, taking account of relevant climatic conditions ***and topography.***

Or. de

Justification

This makes it clear that not only climate, but also topography (e.g. relief on mountain routes) makes particular demands on rolling stock (e.g. brakes and coupling hook load).

Amendment 440

Jörg Leichtfried

Proposal for a directive

Annex 3 – point 2 – point 2.6 – point 2.6.1 – paragraph 1

Text proposed by the Commission

Alignment of the network operating rules and the qualifications of drivers and on-board staff and of the staff in the control centres must be such as to ensure safe operation, bearing in mind the different requirements of cross-border and domestic services.

Amendment

Alignment of the network operating rules and the qualifications of drivers, ***rolling-stock inspectors, movement controllers*** and on-board staff and of the staff in the control centres must be such as to ensure safe operation, bearing in mind the different requirements of cross-border and domestic services. ***Efforts must be made to ensure, across the EU, a high level of training with advanced qualifications.***

Or. de

Justification

Railway safety cannot be restricted to the qualifications of drivers and on-board staff.