

19.2.2014

A7-0037/88

Amendment 88

**Sabine Wils, Jacky Hénin, Sabine Lösing, Marie-Christine Vergiat, Willy Meyer,
Patrick Le Hyaric**
on behalf of the GUE/NGL Group

Report

A7-0037/2014

Saïd El Khadraoui

Single European railway area

COM(2013)0029 – C7-0025/2013 – 2013/0029(COD)

Proposal for a directive

Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) No serious assessment has yet been made of the preceding railway packages to take account of their impact in terms of costs to users, working conditions for employees or safety conditions on national rail networks.

Or. fr

Justification

Contrary to what the Commission maintains, no proper assessment has been provided, particularly of the social impact and safety conditions.

19.2.2014

A7-0037/89

Amendment 89

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Patrick Le Hyaric**
on behalf of the GUE/NGL Group

Report

A7-0037/2014

Saïd El Khadraoui

Single European railway area
COM(2013)0029 – C7-0025/2013 – 2013/0029(COD)

**Proposal for a directive
Recital 1 b (new)**

Text proposed by the Commission

Amendment

(1b) As rail transport is the environmentally soundest mode of transport, the Union's transport policy should permit the necessary public investment for the development of rail networks, which have been constantly deteriorating since the introduction of liberalisation policies both at national level and by the Union, and should promote the widest possible access for users to this increasingly expensive mode of transport.

Or. fr

Justification

A coherent policy on environmental commitments ought to have resulted in substantial support for the development of rail, to inform users and increase goods transport.

19.2.2014

A7-0037/90

Amendment 90

**Sabine Wils, Jacky Hénin, Sabine Lösing, Marie-Christine Vergiat, Willy Meyer,
Patrick Le Hyaric**
on behalf of the GUE/NGL Group

Report

A7-0037/2014

Saïd El Khadraoui

Single European railway area

COM(2013)0029 – C7-0025/2013 – 2013/0029(COD)

Proposal for a directive

Recital 1 c (new)

Text proposed by the Commission

Amendment

(1c) The second railway package, which was adopted in 2004 and entered into force in 2007, paved the way for the liberalisation of rail freight; in France, in 2002, 55 billion tonnes were transported by rail, whereas in 2012, 21.1 billion tonnes were transported, representing a fall of more than half in rail freight transport.

Or. fr

Justification

This draws attention to the breath-taking decline in rail freight in France.