



**2020/0035(COD)**

17.6.2020

# **AMENDMENTS 26 - 104**

**Draft opinion**

**Dace Melbārde**

(PE650.707v01-00)

European Year of Rail (2021)

Proposal for a decision

(COM(2020)0078 – C9-0076/2020 – 2020/0035(COD))



**Amendment 26**  
**Elżbieta Kruk**

**Proposal for a decision**  
**Recital 1**

*Text proposed by the Commission*

(1) In its Communication of 11 December 2019<sup>15</sup>, the Commission set out a European Green Deal for the European Union and its citizens. The European Green Deal is a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy where there are no net emissions of greenhouse gases in 2050 and where economic growth is decoupled from resource use.

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<sup>15</sup> Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions of 11 December 2019 on the European Green Deal (COM/2019/640 final)

*Amendment*

(1) In its Communication of 11 December 2019<sup>15</sup>, the Commission set out a European Green Deal for the European Union and its citizens. The European Green Deal is a new *sustainable* growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy where there are no net emissions of greenhouse gases in 2050 and where economic growth is decoupled from resource use.

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<sup>15</sup> Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions of 11 December 2019 on the European Green Deal (COM/2019/640 final)

Or. pl

**Amendment 27**

**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

**Proposal for a decision**  
**Recital 3 a (new)**

*Text proposed by the Commission*

*Amendment*

***(3 a) Erasmus+, the umbrella EU programme for mobility, education, youth and sport, is one of the most well-known and popular European programmes. Since the EU is making efforts to make Erasmus+ "greener" and mobility is at***

*the core of this programme, synergies with Erasmus+ should play a central role in the European Year of Rail. Rail travel can be used for activities inside the Erasmus+ programme, including, notably for DiscoverEU, for reaching destinations of meetings for projects, conferences and long, medium and short term individual and group mobility destinations;*

Or. en

#### **Amendment 28**

**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

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

#### **Recital 3 b (new)**

*Text proposed by the Commission*

*Amendment*

*(3 b) The DiscoverEU initiative has the potential to foster inter-cultural exchanges between young Europeans and enable young people to gain new skills, among them transversal skills, so-called "soft" skills, communication skills, problem-solving skills, and skills linked to budget organisation, team work and planning;*

Or. en

#### **Amendment 29**

**Niyazi Kizilyürek, Alexis Georgoulis**

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

#### **Recital 4**

*Text proposed by the Commission*

*Amendment*

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of

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

transport and mobility, which implies accelerating the shift to sustainable, **zero emissions** and smart mobility. ***In this way, the EU paves the ecological pathway that should safeguard social rights and improves the lives of all Union citizens.*** Transport accounts for a quarter of the Union's greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways;

Or. en

**Amendment 30**  
**Catherine Griset**

**Proposal for a decision**  
**Recital 4**

*Text proposed by the Commission*

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union's greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and

*Amendment*

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union's greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and

cleaner alternatives to their current mobility habits. The European Green Deal ***implies to accelerate the*** shift to ***sustainable and smart*** mobility ***to address these challenges. In particular,*** a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.

cleaner alternatives to their current mobility habits. ***To address these challenges,*** the European Green Deal ***must provide for a*** shift to ***a form of*** mobility ***that is scaled down, relocated and smarter.*** A substantial part of the 75% of inland freight carried today by road should ***also*** shift onto rail and inland waterways.

Or. fr

### **Amendment 31** **Laurence Farreng**

#### **Proposal for a decision** **Recital 4**

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

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

##### *Amendment*

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

Or. fr

### **Amendment 32**

Victor Negrescu

### Proposal for a decision

#### Recital 5

*Text proposed by the Commission*

(5) Rail has a significant role to play as a game changer to achieve the climate neutrality objective by 2050. It is one of the most environmentally friendly and energy-efficient transport modes. Rail is largely electrified and emits far less **CO<sub>2</sub>** than equivalent travel by road or air, and is the only mode that has consistently reduced its greenhouse gas emissions and CO<sub>2</sub> emissions since 1990. In addition, rail has decreased its energy consumption between 1990-2016<sup>18</sup> and increasingly uses renewable energy sources.

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<sup>18</sup> DG MOVE Statistical Pocketbook 2019 “EU transport in figures” (source: Eurostat)

*Amendment*

(5) Rail has a significant role to play as a game changer to achieve the climate neutrality objective by 2050. It is one of the most environmentally friendly and energy-efficient transport modes. Rail is largely electrified and emits **just 0,5% of the total greenhouse gas emission from transport<sup>18a</sup>**, far less than equivalent travel by road or air, and is the only mode that has consistently reduced its greenhouse gas emissions and CO<sub>2</sub> emissions since 1990. In addition, rail has decreased its energy consumption between 1990-2016<sup>18</sup> and increasingly uses renewable energy sources;

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<sup>18</sup> DG MOVE Statistical Pocketbook 2019 “EU transport in figures” (source: Eurostat);

<sup>18a</sup> **EC Press Corner ”2021: The European Year of Rail”** (source: Eurostat, EU28 - 2017)

Or. en

### Amendment 33

Niyazi Kizilyürek, Alexis Georgoulis

### Proposal for a decision

#### Recital 5

*Text proposed by the Commission*

(5) Rail has a significant role to play as a game changer to achieve the climate neutrality objective by 2050. It is one of the most environmentally friendly and energy-efficient transport modes. Rail is largely electrified and emits far less CO<sub>2</sub> than equivalent travel by road or air, and is

*Amendment*

(5) **Mobility is one of the key pillars of the European Green Deal** and rail has a significant role to play as a game changer to achieve the climate neutrality objective by 2050. It is one of the most environmentally friendly and energy-efficient transport modes. Rail is largely

the only mode that has consistently reduced its greenhouse gas emissions and CO2 emissions since 1990. In addition, rail has decreased its energy consumption between 1990-2016<sup>18</sup> and increasingly uses renewable energy sources.

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<sup>18</sup> DG MOVE Statistical Pocketbook 2019 “EU transport in figures” (source: Eurostat)

electrified and emits far less CO2 than equivalent travel by road or air, and is the only mode that has consistently reduced its greenhouse gas emissions and CO2 emissions since 1990. In addition, rail has decreased its energy consumption between 1990-2016<sup>18</sup> and increasingly uses renewable energy sources;

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<sup>18</sup> DG MOVE Statistical Pocketbook 2019 “EU transport in figures” (source: Eurostat)

Or. en

### **Amendment 34**

**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

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

*Text proposed by the Commission*

*Amendment*

***(5 a) By encouraging investments in the most advanced and attractive forms of railway infrastructure and trains, such as high-speed trains, the EU, Member States, and local and regional authorities could speed up the economic recovery after the COVID-19 crisis and at the same time make railway transport truly useful for the citizens in their daily life, for example for a speedy commute to their place of work and for tourists to reach cultural and other sites of interest more quickly;***

Or. en

### **Amendment 35**

**Laurence Farreng**

**Proposal for a decision  
Recital 6**

*Text proposed by the Commission*

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

*Amendment*

(6) By connecting the Union's main ***and secondary*** transport routes with ***most of*** its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion ***while enabling the people of Europe to discover their continent and fostering cultural exchanges.***

Or. fr

**Amendment 36**

**Niyazi Kizilyürek, Alexis Georgoulis**

**Proposal for a decision**

**Recital 6**

*Text proposed by the Commission*

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

*Amendment*

(6) By connecting the Union's main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion. ***However, in many circumstances, connections are absent or the necessary infrastructure is not present;***

Or. en

**Amendment 37**

**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

**Proposal for a decision**

**Recital 6 a (new)**

*Text proposed by the Commission*

*Amendment*

***(6 a) Some existing railway lines need to be extended to reach specific places of interest, for example cultural, tourist or sports sites. In the interim, while these places of interest are not yet connected to the railway system, replacing the missing***

*connections by other means of transport should be encouraged, for example with frequent shuttle busses between the nearest train station and these specific places of interest. In this way, the existing railway lines would be immediately more useful to citizens;*

Or. en

**Amendment 38**  
**Elżbieta Kruk**

**Proposal for a decision**  
**Recital 7**

*Text proposed by the Commission*

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

*Amendment*

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area *which have a real and significant impact on the competitiveness and attractiveness of rail transport*, including *the level of charges for access to rail infrastructure, barriers to rolling stock being entered into service, the diversity of control systems and operating regulations*. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

Or. pl

**Amendment 39**  
**Niyazi Kizilyürek, Alexis Georgoulis**

**Proposal for a decision**  
**Recital 7**

*Text proposed by the Commission*

*Amendment*

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

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

Or. en

**Amendment 40**  
**Laurence Farreng**

**Proposal for a decision**  
**Recital 7**

*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

**Amendment 41**  
**Laurence Farreng**

**Proposal for a decision**  
**Recital 7 a (new)**

*Text proposed by the Commission*

*Amendment*

**(7a)** *Although railway stations are primarily places where passengers arrive and depart from, they increasingly have a double objective: they are becoming platforms for information campaigns and educational, cultural and social projects, making them more attractive to passengers and thereby promoting local communities.*

Or. fr

**Amendment 42**  
**Salima Yenbou**

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

*Text proposed by the Commission*

*Amendment*

**(8a)** *As the Union offers support for investment in railway infrastructure through its funds and programmes, it has a direct impact on the promotion of rail that should be fully exploited. A ‘rail renaissance’ will need additional funding which should be focused in particular on the (re-)establishment of missing cross-border and regional rail links, on the maintenance and modernisation of existing lines and infrastructure, and on the reactivation of disused lines where passengers and freight can be moved by rail; new ideas on the best use of rolling stock could be put into practice throughout the EU so as to make it easier, for example, to reinstate night-train services. Substantial amounts of funding and increased rates of co-funding are vital and should be geared towards sustainable, intermodal and smart mobility, with rail at the heart of any EU mobility strategy and constituting a*

*precondition for funding. The Commission should see to it that, in the planning and implementation of the EU budget for 2021-2027, sufficient funding is allocated to bring about this ‘renaissance’.*

Or. fr

**Amendment 43**

**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

**Proposal for a decision**

**Recital 8 a (new)**

*Text proposed by the Commission*

*Amendment*

*(8 a) The European Commission work programme for 2020 as well as many other EU documents emphasise two key elements for a prosperous and sustainable future of Europe: the green transition and the digital transition. Provided that solid investment in good Wi-Fi networks on all European trains is secured, railway transport can contribute significantly to both of these elements. The time spent on the train with a good Wi-Fi network can also be well used, among other things, for educational purposes since many Europeans spend substantial time on trains while commuting, whether young people going to school or adults commuting to work;*

Or. en

**Amendment 44**

**Łukasz Kohut, Heléne Fritzon, Manuel Pizarro, Marcos Ros Sempere, Domènec Ruiz Devesa, Hannes Heide**

**Proposal for a decision**

**Recital 8 a (new)**

***(8 a) The EU programmes and projects aimed at promoting transnational and transregional mobility, especially in the area of education, training, the labour market, culture and tourism, such as Erasmus+, Creative Europe or the European Solidarity Corps, should, whenever possible, prioritise rail as the chosen means of transport;***

Or. en

**Amendment 45**

**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

**Proposal for a decision**

**Recital 8 b (new)**

***(8 b) Railways can play an important role in encouraging a healthy lifestyle among young and adult Europeans in different ways. They can, for example, encourage more frequent walking and more frequent use of bicycles in daily life, provided that railways authorise bicycles on trains. Walking and cycling can be used for transport from home to the train station and from the train station to one's place of work or school. Both are equivalent to light sports exercise and allow people to avoid using cars, avoid the stress connected to traffic jams and decrease the inhalation of polluted air (data shows that concentration of pollution inside the car is even higher than outside, on the road). Data shows that stress among Europeans is constantly increasing. Promotion of the use of trains during the European Year could help counter these trends. Well-being programmes could be available on board trains. The commuting time spent on train in itself can also simply represent***

*time away from daily stress;*

Or. en

**Amendment 46**

**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

**Proposal for a decision**

**Recital 8 c (new)**

*Text proposed by the Commission*

*Amendment*

***(8 c) Train travel can increase the safety of young Europeans, many of whom still use questionable means of transport, such as hitchhiking for commuting to high school, for travelling to more distant smaller cities and villages or for reaching destinations for leisure activities;***

Or. en

**Amendment 47**

**Salima Yenbou**

**Proposal for a decision**

**Article premier – paragraph 1**

*Text proposed by the Commission*

*Amendment*

The year 2021 shall be designated as the ‘European Year of Rail’ (hereinafter referred to as the ‘European Year’).

The year 2021 shall be designated as the ‘European Year of Rail’ (hereinafter referred to as the ‘European Year’) ***and shall support the development of railways as the sustainable linchpin of the EU’s mobility policy.***

Or. fr

**Amendment 48**

**Catherine Griset**

**Proposal for a decision**  
**Article 2 – paragraph 1 – introductory part**

*Text proposed by the Commission*

The objective of the European Year shall be to encourage and support the efforts of the Union, the Member States, regional and local authorities, and other organisations to increase the share of passengers and freight moving by rail. In particular, the European Year shall

*Amendment*

The objective of the European Year shall be to encourage and support the efforts of the Union, the Member States, regional and local authorities and other organisations to increase the share of passengers and freight moving by rail ***by comparison with other, more polluting modes of transport.*** In particular, the European Year shall:

Or. fr

**Amendment 49**  
**Łukasz Kohut, Helène Fritzon, Manuel Pizarro, Marcos Ros Sempere, Hannes Heide**

**Proposal for a decision**  
**Article 2 – paragraph 1 – introductory part**

*Text proposed by the Commission*

The objective of the European Year shall be to encourage and support the efforts of the Union, the Member States, regional and local authorities, ***and other organisations*** to increase the share of passengers and freight moving by rail. In particular, the European Year shall

*Amendment*

The objective of the European Year shall be to encourage and support the efforts of the Union, the Member States, regional and local authorities, ***as well as other relevant stakeholders*** to increase the share of passengers and freight moving by rail. In particular, the European Year shall;

Or. en

**Amendment 50**  
**Niyazi Kizilyürek, Alexis Georgoulis**

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

*Text proposed by the Commission*

(a) promote rail as a sustainable, innovative and safe mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the

*Amendment*

(a) promote rail as a sustainable, ***affordable***, innovative and safe mode of transport, in particular by highlighting the role of rail as a game changer to help

Union's climate neutrality objective by 2050 and by reaching out to the wider public, especially youth;

reaching the Union's climate neutrality objective by 2050 and ***comply with the Paris Agreement, and*** by reaching out to the wider public, especially youth; ***highlights the need for public financial support to cross-border rail services across the EU, especially after the COVID-19 crisis, which are an alternative to short and medium distance flights;***

Or. en

**Amendment 51**  
**Laurence Farreng**

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

*Text proposed by the Commission*

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

*Amendment*

(a) promote rail as a sustainable, innovative and safe mode of transport, in particular by highlighting the role of rail as a ***game-changer*** to help ***achieve*** the Union's ***climate-neutrality*** objective by 2050 and by reaching out to the wider public, especially ***young people, including participants in the Erasmus+ and European Solidarity Corps programmes, for whom mobility is a crucial part of their European experience, and whose involvement in the programmes can bring about a change in their habits;***

Or. fr

**Amendment 52**  
**Lukasz Kohut, Heléne Fritzon, Manuel Pizarro, Marcos Ros Sempere, Domènec Ruiz Devesa, Hannes Heide**

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

*Text proposed by the Commission*

(a) promote rail as a sustainable,

*Amendment*

(a) promote rail as a sustainable,

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

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

Or. en

### **Amendment 53**

**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

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

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

*Text proposed by the Commission*

*Amendment*

**(a a) promote the use of rail travel whenever possible for activities inside the Erasmus+ programme;**

Or. en

### **Amendment 54**

**Laurence Farreng**

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

**Article 2 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

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

(b) highlight the European, cross-border dimension of rail, **which** brings citizens closer together, allows them to explore the Union in all its diversity, fosters cohesion and contributes to **the integration of the Union's** internal market, **while also highlighting the disparities in rail infrastructure that exist among European countries, meaning that there are serious inequalities at play with regard to the mobility of the European public;**

Or. fr

**Amendment 55**  
**Catherine Griset**

**Proposal for a decision**  
**Article 2 – paragraph 1 – point b**

*Text proposed by the Commission*

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

*Amendment*

(b) highlight the European, cross-border dimension of rail, **which** brings citizens closer together **and** allows them to explore the ***European nations and regions in all their diversity;***

Or. fr

**Amendment 56**  
**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

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

*Text proposed by the Commission*

***(b a) promote train travel and encourage efforts to make it more accessible and more attractive to young people;***

*Amendment*

Or. en

**Amendment 57**  
**Łukasz Kohut, Heléne Fritzon, Manuel Pizarro, Marcos Ros Sempere, Domènec Ruiz Devesa, Hannes Heide**

**Proposal for a decision**  
**Article 2 – paragraph 1 – point c**

*Text proposed by the Commission*

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to

*Amendment*

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to

regional development, industrial competitiveness, sustainable tourism, innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities;

regional development, **cross-border cohesion**, industrial competitiveness, **the silver economy**, sustainable tourism, innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities;

Or. en

**Amendment 58**  
**Salima Yenbou**

**Proposal for a decision**  
**Article 2 – paragraph 1 – point c**

*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

**Amendment 59**  
**Isabel Benjumea Benjumea**

**Proposal for a decision**  
**Article 2 – paragraph 1 – point c**

*Text proposed by the Commission*

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

*Amendment*

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

**Amendment 60**  
**Salima Yenbou**

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

*Text proposed by the Commission*

*Amendment*

***(ca) address the issue of the environmental impact of tourism-related transport and raise public awareness of the need for sustainable tourism by highlighting heritage and cultural tourism, following up on the European Year of Cultural Heritage 2018;***

Or. fr

**Amendment 61**  
**Victor Negrescu**

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

*Text proposed by the Commission*

*Amendment*

***(c a) develop an up-dated rail network development plan designed to integrate the entire Union, with access to the latest technologies in the field, to ensure equal opportunities and fair mobility access for everyone, especially within the EU programmes and initiatives, such as Erasmus+;***

Or. en

**Amendment 62**  
**Laurence Farreng**

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

*Text proposed by the Commission*

*Amendment*

***(ca) promote rail as a preferred, accessible mode of transport for participants in EU mobility, youth and culture programmes;***

Or. fr

**Amendment 63**  
**Victor Negrescu**

**Proposal for a decision**  
**Article 2 – paragraph 1 – point c b (new)**

*Text proposed by the Commission*

*Amendment*

***(c b) develop new mobility opportunities through rail networks and make them more accessible, including with special incentives, for people from disadvantaged backgrounds, rural areas or isolated regions;***

Or. en

**Amendment 64**  
**Salima Yenbou**

**Proposal for a decision**  
**Article 2 – paragraph 1 – point d**

*Text proposed by the Commission*

*Amendment*

***(d) contribute to promoting rail as an important element of the relations between the Union and neighbouring countries, in particular in the Western Balkans, building on the interest and needs in partner countries and on the Union's expertise in rail transport.***

***(d) stress the European, cross-border dimension of rail, and the need to change the patchwork of national rail networks in the EU into a genuine European network that brings citizens closer together, allows them to explore the Union in all its diversity, fosters cohesion and contributes to the integration of the Union's internal market; promote, in particular, the advantages of rail options where they can replace mid-distance flights;***

**Amendment 65**  
**Catherine Griset**

**Proposal for a decision**  
**Article 2 – paragraph 1 – point d**

*Text proposed by the Commission*

(d) contribute to promoting rail *as an important element of the relations between the Union and neighbouring countries, in particular in the Western Balkans*, building on the interest and needs in partner countries and on the Union's expertise in rail transport.

*Amendment*

(d) contribute to promoting rail building on the interest and needs in partner countries and on the Union's expertise in rail transport.

Or. fr

**Amendment 66**  
**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

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

*Text proposed by the Commission*

*Amendment*

*(d a) promotion of the DiscoverEU initiative, which almost entirely depends on train services;*

Or. en

**Amendment 67**  
**Niyazi Kizilyürek, Alexis Georgoulis**

**Proposal for a decision**  
**Article 3 – paragraph 1 – introductory part**

*Text proposed by the Commission*

*Amendment*

1. The measures to be taken to achieve the objectives set out in Article 2

1. The measures to be taken to achieve the objectives set out in Article 2

shall include the following activities at Union, national, regional or local level linked to the objectives of the European Year:

shall include the following activities at Union, national, regional or local level, **and with a clear focus on civil society**, linked to the objectives of the European Year;

Or. en

**Amendment 68**  
**Niyazi Kizilyürek, Alexis Georgoulis**

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

*Text proposed by the Commission*

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

*Amendment*

(a) initiatives and events to promote debate, raise awareness and facilitate citizens, , **including young people's, students' and people with disabilities'**, businesses and public authorities' engagement to attract more people and goods to rail as a means to combat climate change, **foster cultural exchange and sustainable travel and tourism**, through multiple channels and tools, including events in Member States;

Or. en

**Amendment 69**  
**Łukasz Kohut, Heléne Fritzon, Manuel Pizarro, Marcos Ros Sempere, Hannes Heide**

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

*Text proposed by the Commission*

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

*Amendment*

(a) initiatives **aimed at promoting** debate, **raising** awareness and **incentivising the engagement of** public authorities, **businesses and other relevant stakeholders** to attract more people and goods to rail as a means to combat climate change, through multiple channels and tools, including events in Member States;

**Amendment 70**  
**Catherine Griset**

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

*Text proposed by the Commission*

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

*Amendment*

(a) initiatives and events to promote debate, raise awareness and facilitate citizens, businesses and public authorities' engagement to attract more people and goods to rail as a means to combat climate change, *promoting mobility that involves shorter journeys*;

Or. fr

**Amendment 71**  
**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

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

*Text proposed by the Commission*

*Amendment*

*(a a) promotion of sport events at locations that are accessible by train;*

Or. en

**Amendment 72**  
**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

**Proposal for a decision**  
**Article 3 – paragraph 1 – point a b (new)**

*Text proposed by the Commission*

*Amendment*

*(a b) promotion and encouragement of train services that permit taking bicycles*

*on board to visit tourist attractions at specific destinations;*

Or. en

**Amendment 73**  
**Laurence Farreng**

**Proposal for a decision**  
**Article 3 – paragraph 1 – point b**

*Text proposed by the Commission*

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

*Amendment*

(b) information, education and awareness-raising campaigns, ***as well as exhibitions and festivals, to inspire people and*** encourage changes in passenger, consumer and business behaviour and to stimulate an active contribution of the general public to achieving the objectives of more sustainable ***and accessible*** transport, ***while encouraging people actively to discover Europe, but also to discover Europe's railway heritage, which is part of Europe's industrial history;***

Or. fr

**Amendment 74**  
**Isabel Benjumea Benjumea**

**Proposal for a decision**  
**Article 3 – paragraph 1 – point b**

*Text proposed by the Commission*

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

*Amendment*

(b) information ***campaigns on the current state and history of rail transport and its contribution to Europe's industrial heritage;*** exhibitions, inspiration, education and awareness-raising campaigns to encourage changes in passenger, consumer and business behaviour and to stimulate an active contribution of the general public to achieving the objectives of more

sustainable transport;

Or. es

#### **Amendment 75**

**Elżbieta Kruk**

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

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. pl

#### **Amendment 76**

**Lukasz Kohut, Helène Fritzon, Manuel Pizarro, Marcos Ros Sempere, Hannes Heide**

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

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

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

#### **Amendment 77**

**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

**Proposal for a decision  
Article 3 – paragraph 1 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

***(b a) exchanges of views on national experiences with school curricula adaptations to learn about the historical and technical aspects of railways, the importance of railways for a cleaner environment and interdisciplinary and cross-curricula approaches to railways;***

Or. en

**Amendment 78**

**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

**Proposal for a decision  
Article 3 – paragraph 1 – point b b (new)**

*Text proposed by the Commission*

*Amendment*

***(b b) exchanges of experiences at national level to promote school trips by rail, for one day or longer;***

Or. en

**Amendment 79**

**Laurence Farreng**

**Proposal for a decision  
Article 3 – paragraph 1 – point c**

*Text proposed by the Commission*

*Amendment*

(c) sharing experience and good practices of national, regional and local authorities, civil society, business and schools on promoting the use of rail and on how to implement behavioural change at

(c) sharing experience and good practices of national, regional and local authorities, civil society, business and schools on promoting the use of rail and on how to implement behavioural change at

all levels;

all levels, *as well as sharing practical, human solutions regarding optimum accessibility for persons with disabilities and the elderly;*

Or. fr

#### **Amendment 80**

**Łukasz Kohut, Heléne Fritzon, Manuel Pizarro, Marcos Ros Sempere, Hannes Heide**

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

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

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

(c) sharing experience and good practices of national, regional and local authorities, *civil society, business and schools* on promoting the use of rail and on how to **implement** behavioural change at all levels;

##### *Amendment*

(c) sharing experience and good practices of national, regional and local authorities *and other relevant stakeholders, including businesses and educational facilities*, on promoting the use of rail and on how to **bring about** behavioural change at all levels;

Or. en

#### **Amendment 81**

**Niyazi Kizilyürek, Martina Michels, Alexis Georgoulis**

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

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

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

(c) sharing experience and good practices of national, regional and local authorities, civil society, business and schools on promoting the use of rail and on how to implement behavioural change at all levels;

##### *Amendment*

(c) sharing experience and good practices of national, regional and local authorities, *social partners*, civil society, business, *universities* and schools on promoting the use of rail and on how to implement behavioural change at all levels;

Or. en

#### **Amendment 82**

**Salima Yenbou**

**Proposal for a decision**  
**Article 3 – paragraph 1 – point c**

*Text proposed by the Commission*

(c) sharing experience and good practices of national, regional and local authorities, civil society, business and schools on promoting the use of rail and on how to implement behavioural change at all levels;

*Amendment*

(c) sharing experience and good practices of national, regional and local authorities, civil society, ***tourism operators***, business and schools on promoting the use of rail and on how to implement behavioural change at all levels;

Or. fr

**Amendment 83**  
**Laurence Farreng**

**Proposal for a decision**  
**Article 3 – paragraph 1 – point c a (new)**

*Text proposed by the Commission*

*Amendment*

***(ca) special attention and financial support must be provided to Erasmus+ and European Solidarity Corps projects relating to rail mobility and awareness-raising thereof, as well as to any cultural projects funded by Creative Europe in which trains are the location and mode of transport for events, or rail mobility is the subject of the project;***

Or. fr

**Amendment 84**  
**Salima Yenbou**

**Proposal for a decision**  
**Article 3 – paragraph 1 – point c a (new)**

*Text proposed by the Commission*

*Amendment*

***(ca) the development of links with European programmes that encourage mobility, such as Erasmus+, Creative***

*Europe and the European Solidarity  
Corps, to encourage the use of rail  
transport to the greatest possible extent;*

Or. fr

**Amendment 85**

**Niyazi Kizilyürek, Alexis Georgoulis**

**Proposal for a decision**

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

*Text proposed by the Commission*

*Amendment*

*(c a) promote and contribute to  
awareness-raising about rail as a  
preferred environmentally, friendly and  
inter-modal travel option, conveniently  
allowing for links with sustainable modes  
of transport such as bicycling;*

Or. en

**Amendment 86**

**Elżbieta Kruk**

**Proposal for a decision**

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

*Text proposed by the Commission*

*Amendment*

*(c a) large-scale promotion of the  
principles of safety culture among rail  
transport users and employees;*

Or. pl

**Amendment 87**

**Łukasz Kohut, Heléne Fritzon, Manuel Pizarro, Marcos Ros Sempere, Hannes Heide**

**Proposal for a decision**

**Article 3 – paragraph 1 – point d**

*Text proposed by the Commission*

(d) the undertaking of studies and innovative activities and the dissemination of their results on a European *or* national scale; and

*Amendment*

(d) the undertaking of studies and innovative activities and the dissemination of their results on a European, national *and regional* scale; and;

Or. en

**Amendment 88**  
**Laurence Farreng**

**Proposal for a decision**  
**Article 3 – paragraph 1 – point d**

*Text proposed by the Commission*

(d) the undertaking of studies and innovative activities and the dissemination of their results on a European *or national* scale; *and*

*Amendment*

(d) the undertaking of studies and innovative activities and the dissemination of their results on a European, *national and regional* scale;

Or. fr

**Amendment 89**  
**Laurence Farreng**

**Proposal for a decision**  
**Article 3 – paragraph 1 – point e**

*Text proposed by the Commission*

(e) the promotion of projects and networks related to the European Year, including via the media, social networks and other *on-line* communities.

*Amendment*

(e) the promotion of projects and networks related to the European Year, *especially the Europalia festival*, including via the media, social networks and other *online* communities, *so as to reach a wide audience*.

Or. fr

**Amendment 90**  
**Laurence Farreng**

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

*Text proposed by the Commission*

*Amendment*

*(ea) the establishment by the Commission of partnerships with European rail companies so that the participants of the Erasmus+, European Solidarity Corps and Creative Europe programmes can purchase train tickets at preferential rates, in particular building on the experience gained from the DiscoverEU project, and emphasising the passenger numbers that the participants in the programmes would represent for the rail companies;*

Or. fr

**Amendment 91**

**Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko**

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

*Text proposed by the Commission*

*Amendment*

*(e a) sharing good practices regarding national initiatives for subsidised travel packages for "a day at" cultural sites, natural interest sites and other tourist sites;*

Or. en

**Amendment 92**  
**Salima Yenbou**

**Proposal for a decision**  
**Article 3 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

2. The Union institutions and bodies,

2. The Union institutions and bodies,

as well as the Member States, at Union and national level respectively, may refer to the European Year and make use of its visual identity *in promoting* the activities referred to in paragraph 1.

as well as the Member States, at Union and national level respectively, may refer to the European Year and make use of its visual identity *to promote* the activities referred to in paragraph 1. ***More specifically, during the European Year, the Commission should promote the EU's existing night-train network and encourage the use of the EU's visual identity in cross-border night-train transport initiatives.***

Or. fr

**Amendment 93**  
**Laurence Farreng**

**Proposal for a decision**  
**Article 3 – paragraph 2**

*Text proposed by the Commission*

2. The Union institutions and bodies, as well as the Member States, at Union and national level respectively, *may* refer to the European Year and make use of its visual identity in promoting the activities referred to in paragraph 1.

*Amendment*

2. The Union institutions and bodies, as well as the Member States, at Union and national level respectively, *must* refer to the European Year and make use of its visual identity in promoting the activities referred to in paragraph 1, ***and the Commission must ensure that at all stages of promotion due reference is made to European Union support for the projects and initiatives funded as part of the European Year.***

Or. fr

**Amendment 94**  
**Salima Yenbou**

**Proposal for a decision**  
**Article 4 – paragraph 1**

*Text proposed by the Commission*

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

*Amendment*

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

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

responsibility of the Member States. To that end, Member States shall appoint national coordinators ***and provide them with the financial and human resources necessary to accomplish their tasks.*** The national coordinators shall ensure the coordination of relevant activities at national level ***and coordinate at European level. The national coordinators shall be selected on the basis of their proven commitment to the development of rail in Europe.***

Or. fr

**Amendment 95**  
**Catherine Griset**

**Proposal for a decision**  
**Article 4 – paragraph 1**

*Text proposed by the Commission*

The organisation of participation in the European Year at national level is a responsibility of the Member States. To that end, Member States shall appoint national coordinators. The national coordinators shall ensure the coordination of relevant activities at national level.

*Amendment*

***In keeping with the principle of subsidiarity,*** the organisation of participation in the European Year at national level is a responsibility of the Member States. To that end, Member States shall appoint national coordinators. The national coordinators shall ensure the coordination of relevant activities at national level.

Or. fr

**Amendment 96**  
**Victor Negrescu**

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

*Text proposed by the Commission*

1. The Commission shall regularly convene meetings of the national coordinators in order to coordinate the

*Amendment*

1. The Commission shall regularly convene meetings of the national coordinators in order to coordinate the

running of the European Year. Those meetings shall also serve as opportunities to exchange information regarding the implementation of the European Year at national and Union level; representatives of the European Parliament may participate in those meetings as observers.

running of the European Year. Those meetings shall also serve as opportunities to exchange information **and best practices** regarding the implementation of the European Year at national and Union level; representatives of the European Parliament may participate in those meetings as observers;

Or. en

**Amendment 97**  
**Laurence Farreng**

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

*Text proposed by the Commission*

1. The Commission shall regularly convene meetings of the national coordinators in order to coordinate the running of the European Year. Those meetings shall also serve as opportunities to exchange information regarding the implementation of the European Year at national and Union level; representatives of the European Parliament **may participate in** those meetings as observers.

*Amendment*

1. The Commission shall regularly convene meetings of the national coordinators in order to coordinate the running of the European Year. Those meetings shall also serve as opportunities to exchange information regarding the implementation of the European Year at national and Union level; representatives of the European Parliament **shall be invited to** those meetings as observers.

Or. fr

**Amendment 98**  
**Laurence Farreng**

**Proposal for a decision**  
**Article 5 – paragraph 2**

*Text proposed by the Commission*

2. The coordination of the European Year at Union level shall have a **transversal** approach with a view to creating synergies between the various Union programmes and initiatives that fund projects in the field of rail transport or that

*Amendment*

2. The coordination of the European Year at Union level shall have a **cross-cutting** approach with a view to creating **sustainable** synergies between the various Union programmes and initiatives that fund projects in the field of rail transport or that

have a rail dimension.

have a rail dimension.

Or. fr

**Amendment 99**  
**Catherine Griset**

**Proposal for a decision**  
**Article 5 – paragraph 3 – subparagraph 1**

*Text proposed by the Commission*

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

*Amendment*

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

Or. fr

**Amendment 100**  
**Salima Yenbou**

**Proposal for a decision**  
**Article 5 – paragraph 3 – subparagraph 2**

*Text proposed by the Commission*

The Commission *may*, budget *allowing*, organise calls for proposals and projects that can receive support for their outstanding contribution to the objectives of the year.

*Amendment*

The Commission *shall have at its disposal a sufficient* budget *to* organise calls for proposals and projects that can receive support for their outstanding contribution to the objectives of the year *and coordinate Member State initiatives. The budget allocated for the entire year, for preparations, for communication, and for monitoring the results, shall be based on the example of the European Year of Cultural Heritage 2018, i.e. EUR X million.*

Or. fr

### Amendment 101

Niyazi Kizilyürek, Martina Michels, Alexis Georgoulis

#### Proposal for a decision

##### Article 5 – paragraph 3 – subparagraph 2

*Text proposed by the Commission*

The Commission may, ***budget allowing***, organise calls for proposals and projects that can receive support for their outstanding contribution to the objectives of the year.

*Amendment*

The Commission may organise calls for proposals and projects that can receive support for their outstanding contribution to the objectives of the year;

Or. en

### Amendment 102

Salima Yenbou

#### Proposal for a decision

##### Article 6 – paragraph 1

*Text proposed by the Commission*

For the purpose of the European Year, where necessary, the Commission shall cooperate with ***competent*** international organisations, while ensuring the visibility of the Union's participation.

*Amendment*

For the purpose of the European Year, where necessary, the Commission shall cooperate with ***the relevant*** international organisations ***and the relevant authorities in neighbouring countries***, while ensuring the visibility of the Union's participation.

Or. fr

### Amendment 103

Milan Zver, Sabine Verheyen, Andrea Bocskor, Michaela Šojdrová, Tomasz Frankowski, Željana Zovko

#### Proposal for a decision

##### Article 6 – paragraph 1 a (new)

*Text proposed by the Commission*

*Amendment*

***The European Year will promote the use of railways by Erasmus+ participants from third countries to reach destinations***

*as part of Erasmus+ mobility actions and different Erasmus+ projects that require international travel;*

Or. en

**Amendment 104**

**Salima Yenbou**

**Proposal for a decision**

**Article 7 – paragraph 1**

*Text proposed by the Commission*

By 31 December 2022, the Commission shall submit a report to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the implementation, results and overall assessment of the initiatives provided for in this Decision.

*Amendment*

By 31 December 2022, the Commission shall submit a report to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the implementation, results and overall assessment of the initiatives provided for in this Decision. ***After the report has been assessed, the Commission shall take the necessary legislative initiatives.***

Or. fr