



**2021/2136(DEC)**

26.11.2021

# **AMENDMENTS**

## **1 - 31**

**Draft opinion**  
**Gheorghe Falcă**  
(PE699.166v01-00)

2020 discharge : European Union Agency for Railways  
(2021/2136(DEC))



**Amendment 1**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

2. Notes that the Agency's final annual budget for 2020 was EUR 30.76 million (EUR 27.56 million from EU subsidy, EUR 1.96 million from fees and charges) and that the implementation rate for current year appropriations was 99,98 % in commitments;

*Amendment*

2. Notes that the Agency's final annual budget for 2020 was EUR 30.76 million (EUR 27.56 million from EU subsidy, EUR 1.96 million from fees and charges) and that the implementation rate for current year appropriations was 99,98 % in commitments; ***notes that the pandemic freed up budget appropriations because a number of scheduled missions were cancelled;***

Or. fr

**Amendment 2**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

3. ***Regrets*** that the cancelled payment appropriations amounted to almost 5 % (mainly due to the Covid-19 crisis) while the implementation rate for current-year appropriations was 89,3 %;

*Amendment*

3. ***Notes*** that the cancelled payment appropriations amounted to almost 5 % (mainly due to the Covid-19 crisis) while the implementation rate for current-year appropriations was 89,3 %;

Or. en

**Amendment 3**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 5 a (new)**

*Draft opinion*

*Amendment*

**5a. Notes that in 2020, the Agency drew up an integrated performance management programme to improve its efficiency over the short and long term;**

Or. fr

**Amendment 4**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Welcomes that, following a successful start in 2019, the Agency has continued to perform its role of EU authority responsible for issuing authorisations for placing railway vehicles on the market, single safety certificates for railway undertakings and ERTMS trackside approvals, as stated in the legal framework of the 4th Railway Package;

*Amendment*

6. Welcomes that, following a successful start in 2019, the Agency has continued to perform its role of EU **single** authority responsible for issuing authorisations for placing railway vehicles on the market, single safety certificates for railway undertakings and ERTMS trackside approvals, as stated in the legal framework of the 4th Railway Package; ***stresses that this has entailed a considerable increase of workload within the agency, beyond the forecasted level for 2020; points out that a number of the important tasks also mandated to the agency have not been resourced yet, in particular concerning NSA Monitoring, NoBo monitoring, cleaning up of national rules, registers [EVR, RINF2 development], and the One-Stop-Shop's complete development; notes that these account for a workload gap of approximately 18 FTEs as estimated by the agency; concludes therefore that the agency urgently needs a considerable increase in funding, well beyond previous estimates based on assessments made before the new duties and related tasks were fully assumed;***

Or. en

**Amendment 5**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. Welcomes that, following a successful start in 2019, the Agency has continued to perform its role of EU authority responsible for issuing authorisations for placing railway vehicles on the market, single safety certificates for railway undertakings and ERTMS trackside approvals, as stated in the legal framework of the 4th Railway Package;

*Amendment*

6. Welcomes that, following a successful start in 2019, the Agency has continued to perform its role of EU authority responsible for issuing authorisations for placing railway vehicles on the market, single safety certificates for railway undertakings and ERTMS trackside approvals, as stated in the legal framework of the 4th Railway Package; ***stresses that, as the deadline for the transposition of the technical pillar of the 4th Railway Package expired in October 2020, this was the first time that the Agency acted as an authority for all 27 Member States;***

Or. fr

**Amendment 6**  
**Roman Haider**

**Draft opinion**  
**Paragraph 6**

*Draft opinion*

6. ***Welcomes*** that, following a successful start in 2019, the Agency has continued to perform its role of EU authority responsible for issuing authorisations for placing railway vehicles on the market, single safety certificates for railway undertakings and ERTMS trackside approvals, as stated in the legal framework of the 4th Railway Package;

*Amendment*

6. ***Notes*** that, following a successful start in 2019, the Agency has continued to perform its role of EU authority responsible for issuing authorisations for placing railway vehicles on the market, single safety certificates for railway undertakings and ERTMS trackside approvals, as stated in the legal framework of the 4th Railway Package;

Or. de

**Amendment 7**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

**6 a. Commends the agency on its progress with the safety culture model and with attracting more organisations to sign the safety declaration, for instance through its successful contribution to promoting the Risk Management Framework for the Transport of Dangerous Goods, and particularly focusing on the improvement of ERTMS robustness against cyber threats, as well as strengthening the cooperation with EC and ENISA aiming at developing a coherent approach at EU level;**

Or. en

**Amendment 8**  
**Maria Grapini, Rovana Plumb, Andris Ameriks, Isabel García Muñoz**

**Draft opinion**  
**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

**6 a. Welcomes the continuous commitment from the Agency to the objective of creating a Single European Railway Area and its sustained work in key areas such as reducing national rules and ensuring the maturity of its technical specifications;**

Or. en

**Amendment 9**  
**Dominique Riquet**

**Draft opinion**

**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

**6a.** *Notes that the number of ERTMS authorisations, vehicle authorisations and single safety certificates issued increased respectively by 700%, 300% and 400% in comparison with 2019 levels;*

Or. fr

**Amendment 10**  
**Gheorghe Falcă**

**Draft opinion**  
**Paragraph 6 a (new)**

*Draft opinion*

*Amendment*

**6 a.** *Salutes the efforts of the agency to tackle the effect of the Covid-19 crisis for the railway sector, in particular by drafting guidance documents and EU Covid-19 roadmaps for public transport by rail;*

Or. en

**Amendment 11**  
**Gheorghe Falcă**

**Draft opinion**  
**Paragraph 6 b (new)**

*Draft opinion*

*Amendment*

**6 b.** *Salutes that the Agency did good use of the funds made available by cancellations of missions abroad to ensure the continuity of its tasks; regrets however the budget constraints under which the Agency has to operate;*

Or. en

**Amendment 12**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 6 b (new)**

*Draft opinion*

*Amendment*

**6 b. Congratulates the agency's recommendation to the Commission elements leading to a full revision of the TAP TSI and thereby aiding the facilitation of ticketing and multi-modal travel at national and domestic level.**

Or. en

**Amendment 13**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 6 b (new)**

*Draft opinion*

*Amendment*

**6b. Welcomes the fact that many constructors choose to submit their projects to the Agency even when they only concern one Member State;**

Or. fr

**Amendment 14**  
**Maria Grapini, Rovana Plumb, Andris Ameriks, Isabel García Muñoz**

**Draft opinion**  
**Paragraph 6 b (new)**

*Draft opinion*

*Amendment*

**6 b. Welcomes the successful performance of the agency within the framework of the 4th Railway Package technical pillar;**



**Amendment 15**  
**Gheorghe Falcă**

**Draft opinion**  
**Paragraph 6 c (new)**

*Draft opinion*

*Amendment*

**6 c. Salutes the Agency's effective maintenance of the One-Stop Shop (OSS) and the advancements made to develop ERTMS long-term evolution, through for instance the issuance of its ERTMS Opinion service pack 3 on the handling of change requests;**

Or. en

**Amendment 16**  
**Gheorghe Falcă**

**Draft opinion**  
**Paragraph 6 d (new)**

*Draft opinion*

*Amendment*

**6 d. Notes that the Management Board of the Agency strongly recommends to the Budget Authority to dedicate sufficient resources to the EU, Agency for Railways, in line with the expected prioritisation of tasks; supports this request, in particular when it comes to the Human resources necessary to implement the 4th Railway package;**

Or. en

**Amendment 17**  
**Gheorghe Falcă**

**Draft opinion**

**Paragraph 6 e (new)**

*Draft opinion*

*Amendment*

**6 e.** Welcomes the Agency's work on establishing a multi-annual planning for the revision of the complete Technical Specifications for Interoperability (TSI) package by 2022;

Or. en

**Amendment 18**  
**Gheorghe Falcă**

**Draft opinion**  
**Paragraph 6 f (new)**

*Draft opinion*

*Amendment*

**6 f.** Notes that 2020 was an important milestone for the 4th Railway Package implementation, with the transition milestone of 16 June 2020 finally moved to the end of October 2020, marking the moment by which all Member States have transposed the technical pillar;

Or. en

**Amendment 19**  
**Gheorghe Falcă**

**Draft opinion**  
**Paragraph 6 g (new)**

*Draft opinion*

*Amendment*

**6 g.** Highlights the European, cross-border dimension of rail that brings citizens closer together, allows them to explore the Union in all its diversity, fosters socio-economic and territorial cohesion and contributes to integrate the Union internal market, whilst promoting the completion of the TEN-T, ending

*bottlenecks mainly in cross-border areas, and thus make transport more interoperable by offering people and goods comprehensive solutions; and therefore highlights the need to turn the Union patchwork of national rail networks into a truly European network, especially by supporting regional cross-border rail connectivity EU wide;*

Or. en

**Amendment 20**  
**Gheorghe Falcă**

**Draft opinion**  
**Paragraph 6 h (new)**

*Draft opinion*

*Amendment*

**6 h.** *Calls for the expansion of high-speed rail lines in the main rail freight corridors and the timely completion of the TEN-T core network by 2030 and closure of remaining missing links in cross-border infrastructure;*

Or. en

**Amendment 21**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

**7 a.** *Notes that the change of mandate of confidential councillors as well as planned trainings for new councillors and staff at large were interrupted due to the pandemic in 2020; encourages that training and other necessary preparations are still carried out, even remotely should the circumstances in the coming terms require it; stresses that the enforcement of*

*harassment prevention strategies are of particular importance in view of the 3 harassment cases reported in 2020;*

Or. en

**Amendment 22**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 7 a (new)**

*Draft opinion*

*Amendment*

**7a.** *Notes that the COVID-19 pandemic accelerated the digitalisation of the Agency's work and procedures, particularly as regards the submission of documents;*

Or. fr

**Amendment 23**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 7 b (new)**

*Draft opinion*

*Amendment*

**7b.** *Underlines that the Agency uses performance indicators to assess the outcome of its missions; stresses that of the 155 indicators, 119 were reached or partially reached and 36 were not reached;*

Or. fr

**Amendment 24**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 7 b (new)**

*Draft opinion*

*Amendment*

**7 b.** *Suggests the agency, as well as the other Union agencies and bodies, to present a clear overview of the percentage of women and men employed in every job category EU-wide;*

Or. en

**Amendment 25**  
**Roman Haider**

**Draft opinion**  
**Paragraph 8**

*Draft opinion*

8. Recalls that the *Agency has the smallest budget among the transport agencies despite the outstanding environmental performance and other benefits of rail transport; stresses in particular that the Agency should not be put in a position where it feels compelled to request additional support from the Commission, due to inadequate financial means, especially at a time when* railways are a policy priority of the European Union; calls for *an increase of the budget of the Agency in order to provide it with the necessary means to enable it to act as an efficient authority and* to fulfil its tasks, particularly those with regard to increasing competitiveness, improving safety and cross-border interoperability;

*Amendment*

8. Recalls that the railways are a policy priority of the European Union; calls for the Agency to fulfil its tasks, particularly those with regard to increasing competitiveness, improving safety and cross-border interoperability;

Or. de

**Amendment 26**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 8**

### *Draft opinion*

8. Recalls that the Agency has the smallest budget among the transport agencies despite the outstanding environmental performance and other benefits of rail transport; stresses in particular that the Agency should not be put in a position where it feels compelled to request additional support from the Commission, due to inadequate financial means, especially at a time when railways are a policy priority of the European Union; calls for an increase of the budget of the Agency in order to provide it with the necessary means to enable it to act as an efficient authority and to fulfil its tasks, particularly those with regard to increasing competitiveness, improving safety *and* cross-border interoperability;

### *Amendment*

8. Recalls that the Agency has the smallest budget among the transport agencies despite the outstanding environmental performance and other benefits of rail transport ***contributing to the attainment of the European Green Deal objectives and the Climate Law targets***; stresses in particular that the Agency should not be put in a position where it feels compelled to request additional support from the Commission, due to inadequate financial means, especially at a time when railways are a policy priority of the European Union, ***particularly within the Sustainable and Smart Mobility Strategy and as demonstrated by the designation of 2021 as the European Year of Rail***; calls for an increase of the budget of the Agency in order to provide it with the necessary means to enable it to act as an efficient authority and to fulfil its tasks, particularly those with regard to increasing competitiveness, improving safety, cross-border interoperability ***and particularly its enhanced role and responsibilities on the timely ERTMS deployment***;

Or. en

### **Amendment 27** **Tomasz Piotr Poręba**

#### **Draft opinion** **Paragraph 8**

### *Draft opinion*

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8. Recalls that the Agency has the smallest budget among the transport agencies despite the outstanding environmental performance and other benefits of rail transport; stresses in particular that the Agency should not be put in a position where it feels compelled to request additional support from the

Commission, due to inadequate financial means, especially at a time when railways are a policy priority of the European Union; ***calls for an increase of the budget of the Agency in order to provide it with the necessary means to enable it to act as an efficient authority and to fulfil its tasks, particularly those with regard to increasing competitiveness, improving safety and cross-border interoperability;***

Commission, due to inadequate financial means, especially at a time when railways are a policy priority of the European Union;

Or. en

**Amendment 28**  
**Alviina Alametsä**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

***8 a. Suggests to consider the possibility to unify the premises of the agency into a single seat, if feasible, as this could positively contribute to further optimise efficiency and reduce overhead costs of the agency;***

Or. en

**Amendment 29**  
**Maria Grapini, Rovana Plumb, Andris Ameriks, Isabel García Muñoz**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

***8 a. Notes the Agency's timely and adequate response to the COVID-19 pandemic consequences, in relation to both its staff/working arrangements and to the railway sector in general;***

Or. en

**Amendment 30**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 8 a (new)**

*Draft opinion*

*Amendment*

**8a. Notes that the costs and fees set for the Agency's activities are not high enough to allow it to fully fund its missions;**

Or. fr

**Amendment 31**  
**Dominique Riquet**

**Draft opinion**  
**Paragraph 8 b (new)**

*Draft opinion*

*Amendment*

**8b. Stresses that, in addition to the budget constraints, the Agency is also limited by the fact that the number of permanent staff is capped at 148; notes that the Agency has 144 permanent staff and calls on the Commission to raise the authorised staff ceiling;**

Or. fr