



**2023/2176(DEC)**

21.11.2023

# **AMENDMENTS**

## **1 - 16**

**Draft opinion**

**Vlad Gheorghe**

(PE753.752v01-00)

2022 discharge: Europe's Rail Joint Undertaking  
((2023/2176(DEC))



**Amendment 1**  
**Vlad Gheorghe, Jan-Christoph Oetjen**

**Draft opinion**  
**Paragraph 2 a (new)**

*Draft opinion*

*Amendment*

**2 a. Commends the responsibility role of EU-Rail for the coordination of the Back Office Arrangement (BOA)-Accounting Services, according to Article 13 of the Single Basic Act;**

Or. en

**Amendment 2**  
**Vlad Gheorghe, Jan-Christoph Oetjen**

**Draft opinion**  
**Paragraph 2 b (new)**

*Draft opinion*

*Amendment*

**2 b. Notes that the implementation of the 2022 budget payments for Horizon 2020 activities experienced challenges, with beneficiaries encountering increased costs and delivery issues; stresses that the JU's implementation rate for operational payment appropriations, including operational unused and reallocated appropriations, declined to 47% (compared to 61% in 2021); acknowledge that the duration of most Horizon 2020 projects had to be extended, and final payments were postponed to 2023 to address the difficulties faced by beneficiaries;**

Or. en

**Amendment 3**  
**Vlad Gheorghe, Jan-Christoph Oetjen**

**Draft opinion**  
**Paragraph 2 c (new)**

*Draft opinion*

*Amendment*

**2 c. Acknowledge that for Horizon 2020 expenditure (clearings and final payments), the JU reported a representative error rate of 2.2 % and a residual error rate of 1.3%;**

Or. en

**Amendment 4**  
**Vlad Gheorghe, Jan-Christoph Oetjen**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

*Amendment*

4. Commends the pivotal milestones achieved by the S2R Programme by the end of 2022, with full commitment of resources and about 86% of the Programme realized (**91% in** financial execution for 2023);

4. Commends the pivotal milestones achieved by the S2R Programme by the end of 2022, with full commitment of resources and about 86% of the Programme realized **and 91% in term of financial Programme execution for 2023, in view of reaching the TRL6/7 operational demonstrations planned for conclusion during 2023;**

Or. en

**Amendment 5**  
**Vlad Gheorghe, Jan-Christoph Oetjen**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

*Amendment*

5. Notes the JU's final annual budget for 2022 was EUR 171.4 million in commitment appropriations and EUR 180.8 million in payment appropriations; notes that the implementation rate was 100

5. Notes the JU's final annual budget for 2022 was EUR 171.4 million in commitment appropriations and EUR 180.8 million in payment appropriations; notes that the implementation rate was 100

% for the former and 79.1 % for the latter;

% for the former and 79.1 % for the latter;  
*acknowledges that in 2022, a significant portion of payment appropriations was allocated towards the pre-financing of grants resulting from the first 2022 call for proposal;*

Or. en

**Amendment 6**  
**Gheorghe Falcă**

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

*Draft opinion*

*Amendment*

*7 a. Stresses the importance of delivering a sustainable and resilient rail system by developing a zero-emission, silent rail system and climate resilient infrastructure, applying circular economy to the rail sector, piloting the use of innovative processes, technologies, designs and materials in the full life cycle of rail systems and developing other innovative solutions to guided surface transport;*

Or. en

**Amendment 7**  
**Gheorghe Falcă**

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

*Draft opinion*

*Amendment*

*7 b. Calls to facilitate research and innovation activities to deliver an integrated European railway network by design, eliminating barriers to interoperability and providing solutions for full integration, covering traffic management, vehicles, infrastructure also*

*including integration with non-standard national gauges, such as 1520, 1000 or 1668 mm railway which showed to be important for the Solidarity Lanes in Ukraine, and services, and providing the best answer to the needs of passengers and businesses, accelerating uptake of innovative solutions to support the Single European Railway Area, while increasing capacity and reliability and decreasing costs of railway transport;*

Or. en

**Amendment 8**  
**Gheorghe Falcă**

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

*Draft opinion*

*Amendment*

**7 c.** *Calls for support of innovation activities related to rail freight and intermodal transport services to deliver a competitive rail freight fully integrated into the logistic value chain, with automation and digitalisation of freight rail at the core; stresses the importance to support the development of demonstration projects in interested Member States and to contribute to the development of a strong and globally competitive European rail industry; also calls for the promotion, enabling and exploit synergies with other Union policies, programmes, initiatives, instruments and funds in order to maximise its impact and added value;*

Or. en

**Amendment 9**  
**Gheorghe Falcă**

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

**7 d. Welcomes the EU-Rail’s Master Plan and the Agency’s ongoing work on this plan; notes that the Plan builds also upon the “Rail Strategic Research and Innovation Agenda” of the European Rail Research Advisory Council (ERRAC) with the mission to deliver a vision of the railway’s future enabled by Research and Innovation activities;**

Or. en

**Amendment 10  
Gheorghe Falcă**

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

**7 e. Welcomes the new Europe’s Rail Programme presented during the 5th FCC-EC Joint Workshop for Railways on 7 March 2022; notes that the Executive Director and the Head of Rail Safety and Interoperability Unit at Directorate General for Mobility and Transport, talked about the structure of Europe’s Rail, with an emphasis on the System Pillar, the Innovation Pillar, and the Deployment Group; welcomes that explanatory research such as Hyperloop and other possibilities for cooperation with GCC were also discussed, such as participation in UNIFE events and the Hyperloop Conference together with the representatives from European Commission; salutes that in 2022 the activities of the initial research on Hyperloop concluded by delivering the Observatory, the Technical definitions, and the Transferability and roadmap for future research;**

Or. en

**Amendment 11**  
**Gheorghe Falcă**

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

*Draft opinion*

8. Welcomes the JU's commitment to facilitate research and innovation activities for an integrated European railway network, ensuring interoperability sustainability, and resilience;

*Amendment*

8. Welcomes the JU's commitment to facilitate research and innovation activities for an integrated European railway network, ensuring interoperability sustainability, and resilience; ***notes that EU-Rail being the research and innovation component and ERA being the key system authority for ERTMS and telematics applications creates the opportunity for the European rail industry to present its views and ambitions with "one voice", awaiting a systemic and coherent approach at institutional level; points out, however, that the EU-Rail program does not cover all the necessary developments for telecommunications and localization, which in the course of 2022 need more attention;***

Or. en

**Amendment 12**  
**Vlad Gheorghe, Jan-Christoph Oetjen**

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

*Draft opinion*

8. Welcomes the JU's commitment to facilitate research and innovation activities for ***an integrated*** European railway ***network***, ensuring interoperability sustainability, and resilience;

*Amendment*

8. Welcomes the JU's commitment to facilitate research and innovation activities for ***the establishment of the Single*** European Railway ***Area (SERA)***, ensuring interoperability sustainability, and resilience ***in the railway sector;***

Or. en



**Amendment 13**  
**Vlad Gheorghe, Jan-Christoph Oetjen**

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

*Draft opinion*

*Amendment*

**8 a. Commends EU-Rail for aligning its employer's pension contributions with the Commission's calculation; welcomes the cooperative approach to solve discrepancies and the commitment to adhere to clarified legal provisions and acknowledges EU-Rail's prompt payment of contributions in 2023 and ongoing commitment to future payments, contributing to the stability of the Union pension scheme; encourages continued collaboration for effective resolution of any outstanding issues;**

Or. en

**Amendment 14**  
**Gheorghe Falcă**

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

*Draft opinion*

*Amendment*

**8 a. Calls to ensure a fast transition to more attractive, user-friendly, competitive, affordable, easy to maintain, efficient and sustainable European rail system, integrated into the wider mobility system and to support the development of a strong and globally competitive European rail industry;**

Or. en

**Amendment 15**

**Vlad Gheorghe, Jan-Christoph Oetjen**

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

*Draft opinion*

*Amendment*

**8 b. Commends the maintenance of close collaboration with key stakeholders, namely ERRAC, ERA, and other programs/partnerships, signifies a proactive effort to foster synergies and explore opportunities for joint projects within the European rail sector; welcomes EU-Rail's engagement with associations and third-country programs, aimed at enhancing the competitiveness of the industry;**

Or. en

**Amendment 16**  
**Vlad Gheorghe, Jan-Christoph Oetjen**

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

*Draft opinion*

*Amendment*

**8 c. In the 2022 annual accounts of the Undertaking, the amounts of contributions recognized per member category (EU and private members) exhibit a significant disparity, attributable to the fact that EU cash contributions are validated and recognized at the beginning of project implementation, while members' in-kind contributions are acknowledged only after validation of the costs incurred and declared for project implementation; calls for improved transparency in the JU's contribution recording, specifically distinguishing between cash and in-kind contributions for accurate representation;**

Or. en

