***I
DRAFT REPORT


Committee on Transport and Tourism

Rapporteur: Anna Deparnay-Grunenberg
Symbols for procedures

* Consultation procedure
*** Consent procedure
***I Ordinary legislative procedure (first reading)
***II Ordinary legislative procedure (second reading)
***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in bold italics in the left-hand column. Replacements are indicated in bold italics in both columns. New text is indicated in bold italics in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in bold italics. Deletions are indicated using either the symbol or strikeout. Replacements are indicated by highlighting the new text in bold italics and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.
DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a decision of the European Parliament and of the Council on a European Year of Rail (2021)

(Ordinary legislative procedure: first reading)

The European Parliament,

– having regard to the Commission proposal to Parliament and the Council (COM(2020)0078),

– having regard to Article 294(2) and Article 91 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0076/2020),

– having regard to Article 294(3) of the Treaty on the Functioning of the European Union,

– having regard to the opinion of the European Economic and Social Committee of …¹

– having regard to the opinion of the European Committee of the Regions of…²

– having regard to Rule 59 of its Rules of Procedure,

– having regard to the opinion of the Committee on Regional Development and also the opinion of the Committee on Culture and Education

– having regard to the report of the Committee on Transport and Tourism (A9-0000/2020),

1. Adopts its position at first reading hereinafter set out;

2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;

3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

¹ OJ C…(not yet published in the Official Journal).
Amendment 1
Proposal for a decision
Recital 1

Text proposed by the Commission

(1) In its Communication of 11 December 2019\textsuperscript{15}, 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.

\textsuperscript{15} 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\textsuperscript{15}, the Commission set out a European Green Deal for the European Union and its citizens. The European Green Deal is a new \textit{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 \textit{at the latest} in 2050 and where economic growth is decoupled from resource use.

\textsuperscript{15} 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. en

Amendment 2
Proposal for a decision
Recital 2

Text proposed by the Commission

(2) In its conclusions of 12 December 2019\textsuperscript{16}, the European Council endorsed the objective of achieving a climate-neutral European Union by 2050.

\textsuperscript{16} European Council conclusions of 12 December 2019

Amendment

(2) In its conclusions of 12 December 2019\textsuperscript{16}, the European Council endorsed the objective of achieving a climate-neutral European Union \textit{at the latest}.\textsuperscript{16}

\textsuperscript{16} European Council conclusions of 12 December 2019
Amendment 3
Proposal for a decision
Recital 3

Text proposed by the Commission

(3) In its resolution of 15 January 2020, the European Parliament welcomed the Commission’s communication on ‘The European Green Deal’ and called for the necessary transition to a climate-neutral society by 2050 at the latest.

Amendment

(3) In its resolution of 15 January 2020, the European Parliament welcomed the Commission’s communication on ‘The European Green Deal’ and called for the necessary transition to a climate-neutral society as soon as possible and by 2050 at the latest. In its resolutions of 17 April 2020 and 15 May 2020 concerning the response to, and recovery, from the Covid-19 crisis, the European Parliament reiterated that the 'European Green Deal' remains an absolute priority for the Union.


Amendment 4
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 from transport (including

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, intermodal and smart mobility. CO₂ emissions from transport (including
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.

international aviation but excluding international shipping) in the Union in 2017 were 28% above 1990 levels, representing 27% of total EU-28 greenhouse gas emissions, and are still growing. To achieve climate neutrality, a minimum of 90% reduction in transport emissions and other climate effects is needed as soon as possible and by 2050 at the latest. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits and strengthening those that already use sustainable means such as cycling and walking. The European Green Deal aims 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, without further canalisation and deepening.


Or. en

Amendment 5

Proposal for a decision
Recital 4 a (new)

Text proposed by the Commission

(4a) In this respect, it is paramount that the targets of the White Paper of 2011\[1\] are implemented, accelerated and enhanced. More specifically, 50% of market share needs to shift to medium distance and intercity passenger journeys
from road to rail and waterborne transport, whilst, in the freight sector, by 2030, 30% (and more than 50% by 2050) of road freight should shift to other modes such as rail or waterborne transport. By 2020, the framework for a European multimodal transport information, management and payment system - both for passengers and freight - should be established. By 2050, all core network airports should be connected to the rail network, preferably high-speed and all core seaports should be sufficiently connected to the rail freight and, where possible, to inland waterway system. The “user pays” and “polluter pays” principles should be fully applied and private sector should be engaged to eliminate distortions, generate revenues and ensure financing for future transport investments.


Amendment 6
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 CO2 than equivalent travel by road or air, and is

Amendment

(5) Rail has a significant role to play in achieving the climate neutrality objective as soon as possible and at the latest by 2050. It is one of the most environmentally friendly and energy-efficient transport modes. Rail is largely electrified and emits far less CO2 than equivalent travel by road
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 and increasingly uses renewable energy sources. Despite these clear benefits, rail is placed at a significant disadvantage compared to other transport modes, and in particular aviation, in that airlines are exempt from paying tax on aviation fuel, and intra-EU aviation is exempt from passenger VAT and the aviation sector receives a significant amount of free allowances under the Emissions Trading System. These advantages often mean that even for short distances, rail is placed at a comparative disadvantage to aviation, which can offer more competitively priced short-haul flights despite the greater climate impact. In addition, as compared to other transport modes, rail externalities are low and well internalised. For example, the externalities of road transport are still only included to a limited extent in road charging. It is important to reflect on the true price of each transport mode and stop hidden subsidies, by internalising the externalities, implementing ‘polluter-pays’ and ‘user pays’ principles and giving rail its rightful place, and one that is affordable, in the mobility mix.

18 DG MOVE Statistical Pocketbook 2019 “EU transport in figures” (source: Eurostat)
(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.

(6) By connecting the Union’s main transport routes with its peripheral regions and territories and by establishing and reinstating missing regional cross-border rail links\(^\text{1a}\), the rail sector contributes to social, economic and territorial cohesion. Furthermore, remote areas often have fewer and less-well-developed networks that need particular attention. Moreover, border regions throughout the Union make up 40% of the Union’s territory, containing a third of its population\(^\text{1b}\) but are often faced with the doubly difficult situation of being rural in character and at the periphery of national networks.

\(^{1a}\) DG RERIO Report “Quantification of the effects of legal and administrative border obstacles in land border regions” (Source: https://ec.europa.eu/regional_policy/sources/docoffic/2014/boosting_growth/quantification_effect_borders_obstacles.pdf)

\(^{1b}\) DG RERIO Report “Quantification of the effects of legal and administrative border obstacles in land border regions” (Source: https://ec.europa.eu/regional_policy/sources/docoffic/2014/boosting_growth/quantification_effect_borders_obstacles.pdf)

Or. en

Amendment 8
Proposal for a decision
Recital 7

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight

(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 foster interoperability and digitalisation, accelerate the implementation of European wide modern train management systems (ERTMS) for both on-bord and track-side equipment, to internalise the external costs and to minimise noise - both noise reduction at the source, so by retrofitting rail freight waggons, and noise protection measures like track-side walls. 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. en

Amendment 9
Proposal for a decision
Recital 8

Text proposed by the Commission

(8) In order to promote rail transport in line with the objectives set out in the Commission Communication on the European Green Deal, including with regard to sustainable and smart mobility, the year 2021 should be designated as European Year of Rail. 2021 will be an important year for the Union rail policy, it will be the first full year where the rules agreed under the Fourth Railway Package will be implemented throughout the Union, namely on the opening of the market of domestic passenger services and on reducing costs and administrative burden for railway undertakings operating across the Union. There is a growing public interest in railways, including in night trains, in a number of Member States, as also illustrated by the popularity of

Amendment

(8) In order to promote rail transport in line with the objectives set out in the Commission Communication on the European Green Deal, including with regard to sustainable and smart mobility, the year 2021 should be designated as European Year of Rail. 2021 will be an important year for the Union rail policy, it will be the first full year where the rules agreed under the Fourth Railway Package will be implemented throughout the Union, namely on the opening of the market of domestic passenger services and on reducing costs and administrative burden for railway undertakings operating across the Union. Particular attention also needs to be paid to the correct enforcement of the technical pillar - safety, interoperability and the new ERA role.
#DiscoverEU. Moreover, the international arts festival ‘Europalia’ will dedicate its 2021 edition to the influence of railways on the arts and highlight the role of rail as a powerful promoter of social, economic and industrial change.

There is a growing public interest in railways, including in night trains, in a number of Member States, as also illustrated by the popularity of #DiscoverEU. Moreover, the international arts festival ‘Europalia’ will dedicate its 2021 edition to the influence of railways on the arts and highlight the role of rail as a powerful promoter of social, economic and industrial change.

Or. en

Amendment 10
Proposal for a decision
Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) Even where the global health crisis caused by the COVID-19 outbreak has brought Member States to a near standstill, rail and urban rail systems have continued to ensure the circulation of goods and to maintain fundamental services, including for passengers working in ‘essential professions’. There will be many changes to European mobility habits in the post COVID-19 world. The aviation sector will undergo restructuring, making reductions of short-haul flights likely and rail will need to play a prominent role in facilitating the shift away from short-haul flights towards high speed train connections.

Or. en

Amendment 11
Proposal for a decision
Recital 8 b (new)
Since it offers support for investment in railway infrastructure, through its funds and instruments, the Union has a direct impact on the promotion of rail. That direct impact should be fully exploited. A ‘renaissance of rail’ requires additional financing that should focus in particular on the establishment and reinstatement of missing regional cross-border rail links, the maintaining and upgrading of existing lines, bridges and tunnels and the reactivating of disused lines where passengers and freight can shift to rail. New ideas on the best use of rolling stock could be implemented EU-wide, for example, in order to facilitate the re-emergence of night-train services. Substantial funds and increased co-financing rates are key and should be geared towards sustainable, intermodal and smart mobility, with rail in the core of any European mobility strategy and as a pre-condition for funding. The Commission should ensure that in the planning and execution of the 2021 EU budget, sufficient funds are allocated to this ‘renaissance’.

Enhancing the attractiveness of rail, further requires better access for all users. In view of the increasingly aging population, accessibility for users with disabilities and restricted mobility needs to become standard, and achieving this
should include the introduction of comprehensive through-ticketing and intermodal-, easily understandable and claimable passenger rights.

Or. en

Amendment 13

Proposal for a decision
Article 1 – paragraph 1

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

Amendment
The year 2021 shall be designated as the ‘European Year of Rail’ (hereinafter referred to as the ‘European Year’), supporting the development of railways as the sustainable heart of the Union’s mobility policy.

Or. en

Amendment 14

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 the backbone of sustainable, innovative and safe mode of transport in particular by:

(i) highlighting the role of rail to help reaching the Union’s climate neutrality objective as soon as possible and by 2050 at the latest, and by reaching out to the wider public, especially to people with disabilities and reduced mobility, as well as to youth; and
(ii) highlighting the positive role railways can play as the backbone of a sustainable, comfortable and safe mode during a pandemic and its aftermath both for passengers and freight.

Amendment 15
Proposal for a decision
Article 2 – paragraph 1 – point a a (new)

_text proposed by the Commission_

(aa) strengthen passenger comfort and trust in rail transport by promoting the benefits of sustainable intermodality, such as allowing bicycles onto trains, supporting initiatives to implement through-ticketing, promoting rail passenger rights and promoting the reemergence of European night trains1a

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Amendment 16
Proposal for a decision
Article 2 – paragraph 1 – point a b (new)

_text proposed by the Commission_

(ab) address the environmental impact of transport linked to tourism and create public awareness of the need for sustainable tourism.
Amendment 17

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 and the need to turn the Union patchwork of national rail networks into a truly European network 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, in particular promoting the benefits of rail options when they can replace short-haul flights;

Amendment 18

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, research and innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities and reduced mobility.
Amendment 19

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, through multiple channels and tools, including events in Member States, *whilst also highlighting the safety and comfort of traveling by rail*;

Or. en

Amendment 20

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

Text proposed by the Commission

(ea) encourage and promote initiatives in Members States to implement, in all administrations, public and private sector initiatives to facilitate better business-travel patterns by rail

Amendment

Or. en

Amendment 21

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

Text proposed by the Commission

(eb) collecting and sharing experiences and best practices in connection with measures to enable the safe use of rail during a viral pandemic and in its
aftermath, whilst treating all transport modes coherently.

Or. en

Amendment 22
Proposal for a decision
Article 3 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. The Commission shall support the development of railways as the sustainable heart of Union mobility policy by:

(a) promoting initiatives that create a level-playing field between transport modes, removing inconsistencies in taxation and charging practices, equalise the approach to passenger rights and creating the framework conditions to enable intermodal through-ticketing;

(b) supporting regional rail connectivity EU wide, continuing support to regional ‘missing rail links’; 1a

(c) supporting initiatives on all three central pillars that form the basis of mobility policy, linking and integrating them and putting the users at the centre of them, namely by:

- in relation to intermodality: including and combining all modes, since mobility is a ‘door-to-door’ need,

- in relation to interconnectivity: interconnecting modes, for example through ensuring better timetabling and better protection for intermodal passenger rights, as well as through taking infrastructure measures like cross-border connections,

- in relation to interoperability: for example, through developing technical specifications such as including the UN
charter and the accessibility act for barrier free accessibility to infrastructure, rolling stock and information formats in the technical specifications for passenger rail operation (PRM TSI);

(d) renewing efforts to complete the European Train Management system (ERTMS) in respect of both onboard rollingstock and infrastructure, and to intensify noise protection through both noise reduction at the source, by retrofitting rail freight wagons, and the installation of noise protection walls;

(e) developing and communicating a ‘modal shift in tourism’ policy with joint support to the rail sector, the European cultural industry and national and European representatives of the tourism industry;

(f) improving the information available to passengers and enforcing Regulation (EC) No 80/2009 of the European Parliament and of the Council of 14 January 2009\(^1\) so as to provide comparative data on all transport, including information on air - tickets, and on the best alternative train/bus connection for journeys of less than five hours;

(g) encouraging business based Greenhouse Gas (GHG) certification schemes and developing common EU standards in order to estimate the carbon footprint of each passenger and freight journey, with versions adapted to different users, such as companies and individuals, which promote better choices and facilitate the marketing of cleaner transport solutions.


\(^1\) Regulation (EC) No 80/2009 of the European Parliament and of the Council

Amendment 23
Proposal for a decision
Article 3 – paragraph 2

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, may refer to the European Year and make use of its visual identity in promoting the activities referred to in paragraphs 1 and 2.

Specifically, during the European Year, the Commission shall promote the existing Union night train network and encourage initiatives in which cross-border night train are used to promote the Union’s visual identity.

Amendment 24
Proposal for a decision
Article 4 – paragraph 1

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

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 a national coordinator and provide adequate financial and human resources for her or his tasks. The national coordinators shall ensure the coordination of relevant activities at national level and provide a
link to coordination at Union level. National coordinators shall be chosen on the basis of their proven commitment to the development of rail in Europe.

Or. en

Amendment 25
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 and an appropriate representative of Parliament 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. Furthermore, representatives of the European Parliament and of the rail sector shall be invited to participate in those meetings as observers.

Or. en

Amendment 26
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 organise calls for proposals and projects that can receive support for their outstanding contribution to the objectives of the year.

Or. en
Amendment 27

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 the Commission shall cooperate with competent international organisations *and competent authorities in neighbouring third countries*, while ensuring the visibility of the Union's participation.

Or. en

Amendment 28

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 *make publically available*, submit *and present* 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.

*Following the report’s evaluation, the Commission shall follow-up that report with any necessary legislative initiatives.*

Or. en
**Amendment 29**

**Proposal for a decision**  
**Legislative Financial Statement**  
Table 3.2.1. Summary of estimated impact on expenditure

<table>
<thead>
<tr>
<th>Heading of multiannual financial framework</th>
<th>Heading 1 [Single Market, Innovation and Digital]; Heading 3 [Natural Resources and Environment]</th>
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<td>Operational appropriations</td>
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<td>06.02.05 (budget 2020) / 02.20.04.01 (2021-22) Support activities to the European transport policy</td>
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<td>Commitments (1)</td>
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<td>Payments (2)</td>
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<tr>
<td>02.03.01 Connecting Europe Facility - Transport</td>
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<tr>
<td>09.02 LIFE</td>
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<td>Payments =2+3</td>
<td>0.300 4.200 3.500</td>
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EUR million (to three decimal places)

**Text proposed by the Commission**
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<thead>
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<th>Amendment</th>
<th>EUR million (to three decimal places)</th>
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<td>06.02.05 (budget 2020) / 02.20.04.01 (2021-22) Support activities to the European transport policy</td>
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<td>01.02.02.50 Horizon Europe</td>
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<td>09.02 LIFE</td>
<td>TOTAL appropriations headings 1 and 3</td>
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</tr>
<tr>
<td></td>
<td>Payments</td>
<td>=2+3</td>
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</table>

Or. en
Justification

The budget needs to be double to enhance the objectives of the European Year of Rail

Amendment 30

Proposal for a decision
Legislative Financial Statement
Table 3.2.1. Summary of estimated impact on expenditure

EUR million (to three decimal places)

<table>
<thead>
<tr>
<th>Heading of multiannual financial framework</th>
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<th></th>
<th></th>
<th></th>
<th>Post 2027</th>
<th>Total</th>
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<td>0.010</td>
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</table>

TOTAL appropriations under HEADING 7 of the multiannual financial framework (Total commitments = Total payments) | 0.150 | 0.310 | 0.075 |  |  |  |  |  |  | 0.535 |

TOTAL appropriations across HEADINGS of the multiannual financial framework Commitments | 0.650 | 7.810 | 0.075 |  |  |  |  |  |  | 8.535 |

TOTAL appropriations across HEADINGS of the multiannual financial framework Payments | 0.450 | 4.510 | 3.575 |  |  |  |  |  |  | 8.535 |
### Amendment

<table>
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<th>Heading of multiannual financial framework</th>
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<td>Other administrative expenditure</td>
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TOTAL appropriations under HEADING 7 of the multiannual financial framework (Total commitments = Total payments)

<table>
<thead>
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<th>TOTAL appropriations across HEADINGS of the multiannual financial framework</th>
<th>Commitments</th>
<th>Payments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.650</td>
<td><strong>15.810</strong></td>
</tr>
<tr>
<td></td>
<td>0.450</td>
<td><strong>8.510</strong></td>
</tr>
</tbody>
</table>

EUR million (to three decimal places)

**Commitments**

<table>
<thead>
<tr>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>Post 2027</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.150</td>
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<td>0.075</td>
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<td></td>
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**Payments**

<table>
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<tr>
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<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>Post 2027</th>
<th>Total</th>
</tr>
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<tbody>
<tr>
<td>0.450</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>16.535</td>
</tr>
</tbody>
</table>

EUR million (to three decimal places)

**Commitments**

<table>
<thead>
<tr>
<th>2020</th>
<th>2021</th>
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<th>2023</th>
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<td></td>
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<tbody>
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<td>7.575</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td>16.535</td>
</tr>
</tbody>
</table>

Or. en

Justification

The budget needs to be double to enhance the objectives of the European Year of Rail
EXPLANATORY STATEMENT

The Rapporteur welcomes this Commission proposal, which declares 2021 ‘European Year of Rail’ and aims at promoting rail transport, in line with the objectives of sustainable and smart mobility set out in the Communication on the European Green Deal.

Transport accounts for a quarter of the EU’s greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Moreover, in accordance with the Roadmap to a Single European Transport Area, 50% of market share needs to shift to medium distance and intercity passenger journeys from road to rail transport, whilst in the freight sector, by 2030, 30% of road freight should shift to other modes such as rail or waterborne transport, and more than 50% by 2050.

One key of success for the European Green Deal is directing attention and efforts on rail: trains should be more affordable, more frequent, better connected and more energy efficient. Rail has to play a significant role in accelerating the reduction in transport emissions, as it is one of the most environmentally friendly and energy-efficient transport modes. It is largely electrified, it increasingly uses renewable energy and it emits far less CO2 than equivalent travel by road or air. Moreover, it is one of the safest transport modes and connects people and business across the EU. However, despite these clear benefits, rail is placed at a significant disadvantage compared to other transport modes, particularly aviation. Airlines are exempt from paying tax on aviation fuel and receive a large amount of free allowances under the Emissions Trading System. These advantages often mean that even for short distances, rail is placed at a disadvantage vis-a-vis aviation that offers more competitively priced short-haul flights despite the great climate impact.

The Rapporteur not only supports the proposal of the ‘European Year of Rail, 2021’ but also encourages the EC to be more ambitious. Our society needs to shift from road and aviation in favour to rail. This will require investments in rail infrastructure capacity, both extending the network and deploying digital traffic management technologies such as ERTMS.

Even when the global health crisis provoked by COVID-19 brought our countries to a near standstill, rail and urban rail systems have continued to ensure the circulation of goods and the continuation of fundamental services, including passengers working in ‘essential professions’.

The Rapporteur calls for an improvement in public transport to have sustainable urban planning for more soft mobility solutions. This can be achieved by a system of effective transport pricing and affordable rail tickets, in order to improve traffic patterns and foster sustainable modal choices of passengers and logistics operators.

The Rapporteur wishes to establish a cooperative environment to work together with railway undertakings and finally establish a system of through ticket in EU, especially for journeys across borders, which would enable passengers to claim their rights in case of a missed connection due to a delay in a previous leg of his journey.

The Rapporteur also points out the importance to revitalise night trains and build regional connections across the EU. This will call for investment in the rolling stock and infrastructure of night trains, reactivating routes to make them again a viable and affordable alternative for travellers to European destinations as it has been in the past. In this regard, during the European Year, the Rapporteur encourages the EC to promote at maximum the existing EU night train
network and have initiatives where cross-borders night trains will circulate showing the EU visual identity.

A real ‘rennaissance of the rail’ requires that financing should focus in particular on the (re)instatement of missing regional cross-border rail links, maintaining and upgrading existing lines, bridges and tunnels as well as reactivating disused lines where passengers and freight can shift to rail; funding should support research and innovation in clean transport and it should be geared towards sustainable, intermodal and smart mobility with rail in the core of any European mobility strategy and as a pre-condition for funding.

The Rapporteur strongly believes that the European Year of Rail 2021 will be able give visibility and promote rail as an attractive and sustainable way to move, to citizens, business and authorities thanks to projects, debates, events and exhibitions that will take place across Europe.

Rail contributes to the EU economic and, bringing jobs and other benefits to local communities as well as and contributing to integrate the Union internal market. This European Year shall present rail as a sustainable, modern and safe mode of transport and shall reach out to the wider public, fostering cohesion and social inclusion, especially focusing on the youth and people with disabilities.