



2020/0035(COD)

14.7.2020

OPINION

of the Committee on Regional Development

for the Committee on Transport and Tourism

on the proposal for a decision of the European Parliament and of the Council
on a European Year of Rail (2021)
(COM(2020)0078 – C9-0076/2020 – 2020/0035(COD))

Rapporteur for opinion: Martina Michels

PA_Legam

SHORT JUSTIFICATION

On 4 March 2020 the European Commission proposed 2021 to be the European Year of Rail to promote rail as sustainable, innovative and safe means of transport, through the organization of events, campaign and initiatives at national, regional and local level.

In its communication of 11 December 2019, the European Commission set out a European Green Deal aiming at achieving climate neutrality by 2050. As transport accounts for a quarter of the EU's greenhouse gas emissions, the rail sector will play a crucial role in the realization of this target.

Therefore the Commission is studying a strategy based on sustainable and smart mobility with the priority to shift into rail and inland waterways a substantial part of the 75% of inland freight carried today in Europe.

The COVID-19 outbreak has affected the entire EU with a major impact on transport and connectivity in the EU. The European Year of Rail could represent the chance to open a constructive debate on the future challenges that all modes of transport will face and on the necessary measures to be implemented to protect the health of transport workers and passengers.

Your rapporteur welcomes the Commission proposal to declare 2021 “European Year of Rail” and its objective to encourage and support the efforts of the Union, the Member States, regional and local authorities and other organizations to increase the share of passengers and freight moving by rail.

Your rapporteur believes, that creating and enhancing sustainable, environmentally friendly and energy-efficiency transport modes is a crucial part of EU's strategy to tackle climate change. In this context, the rapporteur underlines the important role played by cohesion policy in improving EU internal and cross-border railway networks, in particular in the less developed regions.

Your rapporteur considers the European Year of Rail as a key opportunity to explore strategies to enhance EU railways policies, especially in rural and border areas where local rail networks and train stations continue to be dismantled. A particular focus should be given to the accessibility for elderly and disadvantaged persons and the improvement of the passenger's rights, a better booking and ticket system, investments in infrastructures and services.

In your rapporteur's view, rail transport should be a real alternative to individualised modes of transport and to short and medium distance flights. The cross-border dimension of rail brings citizens closer together, allows them to explore the Union in all its diversity and cultural richness. The cross-border dimension of rail should foster also social, economic and territorial cohesion, in particular under the post 2020 cohesion policy objectives for a greener and more connected Europe.

Your rapporteur believes that the European Year of Rail in 2021 could help also to increase awareness for the need to modernise rail including its digital infrastructure and services across

the Member States.

Your rapporteur proposes further concrete measures to achieve the objectives of the European Year of Rail such as *inter alia*: the reactivation of local, regional and interregional passenger and freight railway lines, the re-introduction of a European network of night trains, that reaches out to all Member States and neighbouring countries, the development of a unified ticket booking system valid in all Member States and for all rail companies operating in the Union.

AMENDMENTS

The Committee on Regional Development calls on the Committee on Transport and Tourism, as the committee responsible, to take into account the following amendments:

Amendment 1

Proposal for a decision

Recital 1

Text proposed by the Commission

(1) In its Communication of 11 December 2019¹⁵, 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.

Amendment

(1) In its Communication of 11 December 2019¹⁵, the Commission set out a European Green Deal for the European Union and its citizens. The European Green Deal **is not just an enhanced climate policy, but a new integrated and inclusive growth strategy with an environmental ambition to transform the Union's economy and society in order to put it on an ecologically sustainable path that upholds social rights and improves life for all Union citizens. This strategy further** aims to transform the Union into a fair and prosperous society, with a modern, **social**, resource-efficient and competitive economy **with job creation and opportunities as its priority** where there are no **EU** net emissions of greenhouse gases in 2050 and where economic **and sustainable development** is decoupled from resource use. **The European Green Deal recognises the need for an effective and progressive response to tackle the urgent threat of climate change and the**

impacts of the measures taken.

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)

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 2

Proposal for a decision Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) Whereas the changes that have occurred in European society as a result of the COVID-19 pandemic, and the health and economic effects they are having, including potential impacts on the internal market relating to the free movement of goods and citizens, mean that attention should be paid to improving the communication links that have been disrupted during the pandemic, along with potential after-effects.

Amendment 3

Proposal for a decision Recital 2

Text proposed by the Commission

Amendment

(2) In its conclusions of 12 December 2019¹⁶, the European Council endorsed the objective of achieving a climate-neutral European Union by 2050.

(2) In its conclusions of 12 December 2019¹⁶, the European Council endorsed the objective of achieving a climate-neutral European Union by 2050, ***in line with the objectives of the Paris Agreement.***

¹⁶ European Council conclusions of 12 December 2019

¹⁶ European Council conclusions of 12 December 2019

Amendment 4

Proposal for a decision

Recital 3

Text proposed by the Commission

(3) In its resolution of 15 January 2020¹⁷, 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.

¹⁷ European Parliament resolution of 15 January 2020 on the European Green Deal (2019/2956(RSP))

Amendment

(3) In its resolution of 15 January 2020¹⁷, the European Parliament welcomed the Commission's communication on "The European Green Deal" **underlying the urgent need for ambitious action to tackle climate change and environmental challenges to limit global warming to 1,5°C**, and the necessary transition to a climate-neutral society by 2050 at the latest **and called for an increase in the Union's ambition towards the reduction of emissions of domestic greenhouse gases by 2030.**

¹⁷ European Parliament resolution of 15 January 2020 on the European Green Deal (2019/2956(RSP))

Amendment 5

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.

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 **industry and** to rethink policies **and investment in infrastructure**, in particular in the field of transport and mobility. **Such a transformation** implies accelerating the shift to sustainable, **zero-emissions, intermodal** and smart mobility **with rail at the core of any mobility or transport strategy**. Transport accounts for a quarter

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.

of the Union's greenhouse gas emissions, and still growing. To achieve climate neutrality ***as soon as possible***, a ***Union-wide*** 90% reduction in transport emissions is needed by 2050 ***at the latest***. Achieving sustainable transport means putting users first and providing them with more affordable, ***universally*** accessible, healthier and cleaner ***options and*** alternatives to their current mobility habits ***and consolidating those that are already using sustainable modes of mobility including cycling and walking***. The European Green Deal implies to accelerate the shift to sustainable, ***intermodal*** 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 putting pressure on further canalisation or deepening of rivers***.

Amendment 6

Proposal for a decision Recital 5

Text proposed by the Commission

(5) Rail has a significant 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 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 1990-2016¹⁸ and increasingly uses renewable energy sources.

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 ***in order to decarbonise the Union economy and*** achieve ***its*** climate neutrality objective by 2050 ***at the latest***. 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 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 1990-2016¹⁸ and increasingly uses renewable energy sources. ***This trend should therefore be supported through the promotion of green energies.***

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

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

Amendment 7

Proposal for a decision Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) In the context of the Union’s commitments under the Paris Agreement and the Green Deal, regional and local authorities and public authorities in cooperation with the railway sector are key players for the implementation and delivering of the set goals.

Amendment 8

Proposal for a decision Recital 5 b (new)

Text proposed by the Commission

Amendment

(5b) The growing use of renewable energy sources in the rail sector must be accompanied with a strategy for this just transition that takes into account the need for a high quality, affordable and accessible transport connectivity, as well as the protection of worker’s rights.

Amendment 9

Proposal for a decision Recital 5 c (new)

Text proposed by the Commission

Amendment

(5c) Partnerships between R&D, industry, Member States and their regions are important to support research and innovation on transport.

Amendment 10

Proposal for a decision Recital 5 d (new)

Text proposed by the Commission

Amendment

(5d) Creating and improving sustainable, environmentally friendly and energy-efficient transport modes is a crucial part of the Union's efforts to fight climate change. As the Union offers support for investment in railway infrastructure through its funds and instruments, it has a direct impact on the promotion of rail that should be fully exploited. Given significant differences between Member States in terms of rail networks and related infrastructure, cohesion policy plays an important role in all regions, but particularly in less developed regions and rural areas, by improving Union internal and cross-border railway networks. Cohesion policy also offers a continued and reinforced role for investments towards a greener Europe for all. Consequently, it would be important to engage local, regional and national authorities in discussions on the multiannual planning, on rail infrastructure digitalisation and modernisation projects, and on the general improvement of public and private investments in regions and to encourage cross-border cooperation between local, regional and national authorities. Local economic development could benefit from sustainable, modern and electrified rail services. However, modernisation of rail transport, with specific attention for the public investments in transport infrastructures that will contribute to Union climate targets, innovation, safety, decent green and modern employment and efficiency will require additional resources.

Amendment 11

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 its peripheral regions and territories, ***rural areas with each other and with urban centres and by filling missing cross-border links***, the rail sector ***is a key factor in sustainable transport and tourism and*** contributes to social, economic and territorial cohesion. ***Rail has a central role in development, enhancing mobility, and helps to stop population drain from rural areas and less developed regions of the Union, offering a viable means of transport. However, creating better connections for and increasing the modal share of rail remain a challenge. Less profitable local rail networks and train stations should not continue to be dismantled, and particularly not in rural and border areas. Investment in the network, rolling stock and service varies greatly between Member States. Therefore, strategies and plans to further improve Union railway policies and networks should be explored and boosted to digitalise public transport and to restore connections, and to complete missing links by renewing, electrifying, modernising rolling stock and fostering the cooperation of rail transport companies.***

Amendment 12

Proposal for a decision

Recital 7

Text proposed by the Commission

(7) While the share of passenger rail in

Amendment

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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 land transport has only slightly increased since 2007, the share of freight has decreased. *To achieve the modal shift objectives outlined in the Commission's 2011 White Paper on Transport, the competition between road and rail freight transport must be fair and balanced, fully taking into account the external costs of transport in order to achieve the objectives of the European Green Deal.* 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, inter alia, the quite high cost of rail transport, the lack of simple connections and direct links, the charges for access to rail infrastructure, the barriers to rolling stock being entered into service, the diversity of control systems and operating regulations and* in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation *and increased European support for intermodality* will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers, *especially youth and citizens living in peripheral areas and rural territories, workers* and businesses alike. *In order to secure a more coherent and attractive rail transport throughout Europe, emphasis should also be placed on improving passenger rights, on better booking systems and ticket systems, on investments in infrastructure, on more night trains providing fast and environmentally friendly connections throughout the Union, on the re-introduction of light rail systems, such as tramways in urban areas, and on the implementation of the 'polluter pays' principle in a socially balanced way.*

Amendment 13

Proposal for a decision

Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) In order to reach its full potential as an important employer in the European Union, the rail sector needs to diversify its workforce and attract women and young workers in particular. It is essential to deliver optimal transport services to the benefit of users, with rail workers enjoying quality working conditions;

Amendment 14

Proposal for a decision

Recital 8

Text proposed by the Commission

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. 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 promotor of social, economic and

(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, ***intermodal*** and smart mobility, ***and in support of the Union’s commitment to the United Nations 2030 Agenda and the Sustainable Development Goals***, 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 ***inter-regional and intra-regional connections and*** night trains, ***particularly among young people***, as also illustrated by the popularity of #DiscoverEU. Moreover, the international arts festival ‘Europalia’ will

industrial change.

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.

Amendment 15

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, *NGOs*, and other **public and private** organisations to increase the share of passengers and freight moving by rail. In particular, the European Year shall

Amendment 16

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, **affordable, accessible**, innovative, safe **and unifying** mode of transport **for all**, in particular **by using more silent, green and energy efficient rolling stock, by stimulating a European debate on developing rail transport as a real, accessible and universal alternative to individualised modes of transport and to short and medium distance flights, by ensuring intermodal and regional-level mobility**, highlighting the role as a game changer to help reaching the Union's climate neutrality objective by 2050 **at the latest** and by reaching out to the wider public, especially youth **and citizens living in peripheral and rural areas as well as the positive role that railways can play as instrument for post COVID-19 and other**

crisis recovery;

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, that ***plays a crucial role in the development of sustainable, regional and local transport and tourism, brings rural, remote and peripheral areas closer to other parts of the Union and*** citizens closer together, allows them to explore the Union in all its diversity, ***strives to complete missing links, fosters social, economic and territorial cohesion under the post-2020 Cohesion Policy objectives for a greener and more connected Europe in close collaboration with regional and local authorities and local communities*** and contributes to integrate the Union internal market;

Amendment 18

Proposal for a decision

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

Text proposed by the Commission

Amendment

(ba) highlight the urgent need for and importance of electrified transport over long and short distances and the need to improve the accessibility of transport infrastructure and services for all passengers;

Amendment 19

Proposal for a decision

Article 2 – paragraph 1 – point b b (new)

Text proposed by the Commission

Amendment

(bb) devote Union investment to reactivate and upgrade the existing, used or unused rail connectors and to complete missing links between border regions for both passenger and freight transport;

Amendment 20

Proposal for a decision

Article 2 – paragraph 1 – point c

Text proposed by the Commission

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;

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to **sustainable** regional, **urban-rural and cross-border local** development, **climate protection**, industrial **transition**, sustainable tourism, innovation, **social inclusion**, **socially sustainable** employment, education, youth and culture, and improving accessibility for **elderly people, disadvantaged groups and** persons with disabilities **and reduced mobility**;

Amendment 21

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) contribute to promoting rail as an important element of the relations between the Union and neighbouring countries, **such as those** in the Western Balkans, **the Eastern Neighbourhood countries and the UK** building on the interest and needs in partner countries, **border regions and municipalities** and on the **exchange of** expertise in rail transport.

Amendment 22

Proposal for a decision

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

Text proposed by the Commission

Amendment

(da) ensure that a long-term impact of the European Year 2021 in the form of specific projects to be promoted and realised in the following years under the continuous commitment of all relevant stakeholders such as the European institutions and their agencies, railway undertakings, local, regional and national authorities responsible for the management of European funds;

Amendment 23

Proposal for a decision

Article 2 – paragraph 1 – point d b (new)

Text proposed by the Commission

Amendment

(db) contribute to promoting rail as a means to enable mobility and the temporary movement of objects and equipment in order to allow cooperation and to facilitate ongoing cooperation between groups linked to culture and education, taking advantage of the fact that the temporary mobility of people, objects and equipment offers a good way to identify cooperation opportunities, as well as to share good practices and expertise;

Amendment 24

Proposal for a decision

Article 3 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) initiatives and events to promote debate, raise awareness and facilitate

(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;

citizens, businesses and public authorities' engagement to ***improve railway travel conditions and to*** attract more ***resources***, people and goods to rail as a means to combat climate change, ***including the use of green energy for rail infrastructure, regional development and territorial exploration. These initiatives shall also contribute to improve personal mobility and to foster cultural exchange and sustainable tourism***, through multiple channels and tools, including events in Member States, ***at local, regional and national level, including in border areas on railway initiatives funded by the INTERREG programme with their intrinsically European nature;***

Amendment 25

Proposal for a decision

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

Text proposed by the Commission

Amendment

(aa) initiatives and events to raise awareness of the rail sector's capacity to prevent local communities, coastal regions and remote regions from becoming more isolated, instead fostering their integration with more urban and regional areas;

Amendment 26

Proposal for a decision

Article 3 – paragraph 1 – point a b (new)

Text proposed by the Commission

Amendment

(ab) public awareness-raising campaigns on the potential of the TEN-T to promote cohesion and foster industrial and economic development in regions which are not part of the key networks, where projects and investments should cover the provision of high-quality

regional rail transport services and local connections between remote areas and larger urban pathways and ecosystems, in order to boost both modal shift and social cohesion at the same time;

Amendment 27

Proposal for a decision

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

Text proposed by the Commission

Amendment

(ac) initiatives which involve regional and local authorities in discussions on multiannual planning, plans to digitalise and modernise rail infrastructure and widespread improvements in public and private investment in regions where small and medium-sized enterprises and local economic development could benefit greatly from sustainable, modern and electrified rail services;

Amendment 28

Proposal for a decision

Article 3 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(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;

(b) information, exhibitions, inspiration, **training, education, social work** and awareness-raising campaigns to encourage changes in passenger, consumer and business behaviour, **including in the railway industry**, and to stimulate an active contribution of the general public to achieving the objectives of more sustainable, **innovative, safe and accessible** transport, **while encouraging people actively to discover Europe**;

Amendment 29

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, **NGOs, businesses, and trade unions and** schools on promoting the **safe** use of rail and on how to implement behavioural change at all levels **of all transport users and employees, and sharing practical, human solutions regarding optimum accessibility for persons with disabilities and the elderly; showcasing Union financial support for railway projects, in particular missing cross-border links, de-centralised approaches and regional connectivity;**

Amendment 30

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 or national **and regional** scale, **including on a European rail motorways network, the use of green energy for rail infrastructure, and studies to focus on European sources of funding and synergies between them in projects dealing with rail lines, in particular cross-border lines;**

Amendment 31

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

Text proposed by the Commission

(e) the promotion of projects and

Amendment

(e) the promotion of **interactive**

networks related to the European Year, including via the media, social networks and other on-line communities.

communication on projects and networks related to the European Year, including via the media, social networks and other on-line communities.

Amendment 32

Proposal for a decision

Article 3 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) regional-level studies and surveys to assess citizens' needs with regard to rail transport.

Amendment 33

Proposal for a decision

Article 3 – paragraph 1 – point e b (new)

Text proposed by the Commission

Amendment

(eb) organise events to promote the historical and cultural heritage of the railways;

Amendment 34

Proposal for a decision

Article 3 – paragraph 1 – point e c (new)

Text proposed by the Commission

Amendment

(ec) campaigns to re-establish trust of citizens to use rail public passenger transport;

Amendment 35

Proposal for a decision

Article 3 – paragraph 1 – point e d (new)

Text proposed by the Commission

Amendment

(ed) campaigns to diversify the railway sector workforce, by attracting women and young workers in particular;

Amendment 36

Proposal for a decision

Article 3 – paragraph 1 – point e e (new)

Text proposed by the Commission

Amendment

(ee) campaigns to promote green solutions which have already been adopted;

Amendment 37

Proposal for a decision

Article 3 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. The Union shall identify and explore key projects and measures such as:

(a) the reactivation and multiplication of local, regional and interregional passenger and freight railway lines, local train stations and connections from local rail lines to high speed and long distance train lines;

(b) identification of key projects and measures and promotion at different levels that can help attain the objectives in the long term, such as a European joint effort to encourage investment in rail motorways, terminals and rolling stock as an optimised modal shift option that will contribute to regional cohesion and decarbonisation of freight transport;

(c) a European joint effort to reintroduce a network of modern night

train lines at affordable prices, that reaches out to all Member States and to neighbouring countries;

(d) the development of a unified ticket booking and advantage pass system for European rail enabling consumers to buy a single ticket from any European station to any other, independently of the rail company, with guaranteed passenger rights and at the most advantageous price;

(e) sustainable long-term models for free local public transportation;

(f) promotion of railways by preferential VAT rates at national level;

(g) integrating the goals of green, innovative, digital, safe and accessible railway networks and services into the Union industry strategy, including its role for cohesion, skilled and decent employment and cultural exchange.

Amendment 38

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, *shall* refer to the European Year and make use of its visual identity in promoting the activities referred to in paragraph 1, *and the Commission shall 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.*

Amendment 39

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

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 ***and, where necessary, regional and local sub-coordinators***. The national coordinators, ***in accordance with the sub-coordinators, where one or more are appointed***, shall ensure the coordination of relevant activities at national level.

Amendment 40

**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, ***involving regional and local players***, in order to coordinate the running of the European Year. Those meetings shall ***be an opportunity*** to exchange information regarding the implementation of the European Year at ***regional***, national and Union level; representatives of the European Parliament, ***the European Economic and Social Committee and the European Committee of the Regions shall be invited to*** participate in those ***exchanges***.

Amendment 41

**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

Amendment

2. The coordination of the European Year at Union level shall have a transversal approach with a view to ***identifying***

between the various Union programmes and initiatives that fund projects in the field of rail transport or that have a rail dimension.

existing and to creating new and sustainable synergies between the various Union programmes and initiatives that fund projects in the field of rail transport or that have a rail dimension, bearing in mind that additional policy objectives require additional resources rather than mere reallocations.

Amendment 42

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 ***and transregional*** networks, relevant NGOs, ***social partners*** as well as of youth organisations and communities, to assist it in implementing the European Year at Union level.

PROCEDURE – COMMITTEE ASKED FOR OPINION

Title	European Year of Rail (2021)
References	COM(2020)0078 – C9-0076/2020 – 2020/0035(COD)
Committee responsible Date announced in plenary	TRAN 11.3.2020
Opinion by Date announced in plenary	REGI 11.3.2020
Rapporteur Date appointed	Martina Michels 11.5.2020
Date adopted	6.7.2020
Result of final vote	+: 37 –: 0 0: 5
Members present for the final vote	François Alfonsi, Mathilde Androuët, Pascal Arimont, Adrian-Dragoş Benea, Isabel Benjumea Benjumea, Tom Berendsen, Erik Bergkvist, Stéphane Bijoux, Franc Bogovič, Andrea Cozzolino, Corina Creţu, Rosa D’Amato, Tamás Deutsch, Christian Doleschal, Francesca Donato, Raffaele Fitto, Chiara Gemma, Cristian Ghinea, Mircea-Gheorghe Hava, Krzysztof Hetman, Peter Jahr, Manolis Kefalogiannis, Ondřej Knotek, Constanze Krehl, Elżbieta Kruk, Cristina Maestre Martín De Almagro, Pedro Marques, Nora Mebarek, Martina Michels, Niklas Nienaaß, Andrey Novakov, Younous Omarjee, Alessandro Panza, Tsvetelina Penkova, Caroline Roose, André Rougé, Susana Solis Pérez, Irène Tolleret, Monika Vana
Substitutes present for the final vote	Vlad-Marius Botoş, Izabela-Helena Kloc, Stefania Zambelli

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

37	+
ECR	Raffaele Fitto, Izabela-Helena Kloc, Elżbieta Kruk
GUE/NGL	Martina Michels, Younous Omarjee
NI	Rosa D'Amato, Chiara Gemma
PPE	Pascal Arimont, Isabel Benjumea Benjumea, Tom Berendsen, Franc Bogovič, Tamás Deutsch, Christian Doleschal, Mircea-Gheorghe Hava, Krzysztof Hetman, Peter Jahr, Manolis Kefalogiannis, Andrey Novakov
RENEW	Stéphane Bijoux, Vlad-Marius Botoș, Cristian Ghinea, Ondrej Knotek, Susana Solís Pérez, Irène Tolleret
S&D	Adrian-Dragoș Benea, Erik Bergkvist, Andrea Cozzolino, Corina Crețu, Constanze Krehl, Cristina Maestre Martín De Almagro, Pedro Marques, Nora Mebarek, Tsvetelina Penkova
VERTS/ALE	François Alfonsi, Niklas Nienaa, Caroline Roose, Monika Vana
0	-
5	0
ID	Mathilde Androuët, Francesca Donato, Alessandro Panza, André Rougé, Stefania Zambelli

Key to symbols:

+ : in favour

- : against

0 : abstention