

**Amendments to draft resolution
On the integration of the European railway network**



Nº	Party	Line	Action	Current Text	Proposed Amendment	Explanation
1	FYEG	6	add		Plans to cancel train services should be rethought.	
2	EELV	11	add		Although investment in high-speed infrastructure may be interesting, there are other ways than the only high-speed. Inter-European trains such as EC (EuroCity) or EN (EuroNight) also offer attractive and competitive services to the railway, without, however, a new infrastructure being built over the entire track they travel. Individuals shunt can also provide relevant answers.	self explanatory
3	Bündnis 90 / Die Grünen	12-13	add	In this context, it is important that allocated funds are additional and not a substitute for national budgets.	In this context, it is important that allocated funds are additional and not a substitute for national budgets or at the expense of financial support for regional rail.	
4	Die Grünen	13	add		The EU has also to develop stronger tools for shifting the goods from road to the railway - and to formulate concrete and binding goals.	

№	Party	Line	Action	Current Text	Proposed Amendment	Explanation
5	FYEG	13	add		<p>In many cases, the development of high speed trains, which prices fluctuate according to the market prices, has been however detrimental to the slower regular - and fixed prices - train lines in several European countries. Developing faster trains is a positive step, however this should not be detrimental to the mobility of people with lower incomes, or living in less urban areas, whose train lines are being slowly deleted. This process is pushing a number of people to be dependent on cars, or coaches, and reinforces an unequal two-way transportation scheme where the rich and urban mobility is highly expanded, while the poor and rural one is restricted. Mobility for the few is not an ideal that we support, as Greens, and therefore the train transportation systems should absolutely take the aspects of accessibility, and right to mobility for all as a core principle, and make sure that it applies through funding schemes, planning and implementation.</p>	<p>There is no mention of the inequality created by the development of high speed trains in the whole resolution and we feel this issue deserves a paragraph.</p>
6	GroenLinks	25	delete	<p>the time schedule of trains , aviation and buses</p>	<p>the time schedule of trains and buses</p>	<p>The main purpose is to integrate the time schedules of the fossil free means of transportation in order to make these more attractive.</p>

№	Party	Line	Action	Current Text	Proposed Amendment	Explanation
7	Bündnis 90 / Die Grünen	27-29	add after infrastructure	Obstacles related to borders, such as cross-border planning of infrastructure, finance models, ticket purchases etc. need to be overcome and the issues solved.	Obstacles related to borders, such as cross-border planning of infrastructure, technical standards and compatibility , finance models, ticket purchases etc. need to be overcome and the issues solved.	
8	Bündnis 90 / Die Grünen	28	add after "solved."		The further dicimination of national monopolies will motivate rail companies to support these measures.	
9	Die Grünen	28	add after "issues solved"		The EU should set standards to harmonise the different signalling systems and the licences of the trains within Europe to make it easier and cheaper to	
10	EELV	38-41	add	Introduce a moratorium on investments from EU funds such as TEN-T, EIB and the EFSI on all transportation infrastructure that increase the European dependency on oil. Investments should aim at integrating the European infrastructure system mainly through investing in cross-border railway connections and maritime transportation.	Introduce a moratorium on investments from EU instruments such as TEN-T, CEF, EIB and the EFSI on all transportation infrastructure that increase the European dependency on oil. Investments should aim at integrating the European infrastructure system mainly through investing in cross-border railway connections and maritime transportation.	CEF Connecting Europe Facility are one of the principal instrument financing TEN-T projects. TEN-T are not funds but an instrument, EIB (european investment bank) is not a fund but an institution

№	Party	Line	Action	Current Text	Proposed Amendment	Explanation
11	EELV	38	add a new point		Since the aims of the Paris agreements have not yet been targetting air and maritime transport, the European Union must enforce a regulation in order to make the Paris agreement also relevant in these fields. This could be done in the first place by forbidding subsidizing policies and low cost tickets which create a discrimination between air transport, maritime transport and railway transport.	self explanatory
12	GroenLinks	41	add	maritime transportation	sustainable maritime transportation	Not all maritime transportation is sustainable.
13	EELV	44	add a new point		In order to optimize TEN-T projects, a debate should be opened on the role of a European Transport Organizing Authority which would be able to define a desired level of service on cross-border connections between European cities.	We don't have to impose anything but open a European debate on cross border connections which are relevant only in an European construction in order to respond to users' needs.

No	Party	Line	Action	Current Text	Proposed Amendment	Explanation
14	GroenLinks	45	replace	should be earmarked for	should only be used for	This is to make this point consistent with the moratorium as mentioned in point 7.
15	EELV	45-46	replace	8. Money in the TEN-T fund should be earmarked for fossil free infrastructure to a much greater extent.	8. Money in the TEN-T projects should be earmarked for fossil free infrastructure to a much greater extent.	TEN-T are not funds. Trans-European Networks Transport is an European planning of transport projects in order to connect european networks. At EU level, two sets of funding instruments make financial support available to projects implementing the TEN-T: - the Connecting Europe Facility (CEF) - the Cohesion Fund and the European Regional Development Fund .
16	Die Grünen	46	replace	It is important that roads an railways do not compete on profitability grounds.	It is necessary to change the competitive situation in favour of railways by altering the priority of transport infrastructure investment from road to railway construction.	In our economic system they compete, therefore we have to change the terms of operation to favour railways.
17	Vihreät - De Gröna	53	add	completion of the TEN-T.	completion of the railways in TEN-T.	Since TEN-T consists of many other transport infrastructure projects than investing in railways, we should all the more emphasize the role of railways in TEN-T.
18	Vihreät - De Gröna	55	add	in order to ensure that enough is done to complete the core and comprehensive network	in order to ensure that enough is done to complete the core and comprehensive railway network	Since TEN-T consists of many other transport infrastructure projects than investing in railways, we should all the more emphasize the role of railways in TEN-T.