

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



No	Party	Line	Action	Current Text	Proposed Amendment	CAS decision
1	FYEG	6	add		Plans to cancel train services should be rethought.	withdrawn
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	Compromise text to replace lines 7-10: Investments in infrastructure for cross-border links - such as high speed railway, EuroCity and Euronight are essential in order to create a robust and integrated railway network and seriously challenge aviation as means of transport for both short and medium distances. All too often, rail travel and transport are handled as national issues, leaving aviation and road transport as the most likely choices for cross-border transportation.
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 <b>or at the expense of financial support for regional rail.</b>	VOTE

<b>Nº</b>	<b>Party</b>	<b>Line</b>	<b>Action</b>	<b>Current Text</b>	<b>Proposed Amendment</b>	<b>CAS decision</b>
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.	accepted

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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</p>	<p>Compromise agreed: Developing faster trains is a positive step, however this development should not be done to the detriment of the preservation of regional, regular - fixed prices - train lines, affecting especially the mobility of people with lower incomes, or living in less urban areas. Mobility for the few is not an ideal that we support, therefore the train transportation systems should 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>

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6	GroenLinks	25	delete	the time schedule of trains, <b>aviation</b> and buses	the time schedule of trains and buses	Withdrawn
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, <b>technical standards and compatibility</b> , finance models, ticket purchases etc. need to be overcome and the issues solved.	accepted
8	Bündnis 90 / Die Grünen	28	add after "solved."		The further decimation of national monopolies will motivate rail companies to support these measures.	withdrawn
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	Accepted

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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.	<p>accepted, but add footnotes :TEN-T = Trans-European Transport Network . The TEN-T policy supports the completion of Priority Projects, representing high European added value, as well as projects of common interest and important traffic management systems. Multi-annual and annual work programmes set the specific objectives and priorities to be met.</p> <p>CEF = Connecting Europe Facility.The Connecting Europe Facility (CEF) should accelerate investment in the field of trans-European networks and leverage funding from both the public and the private sectors. The CEF should enable synergies between the transport, telecommunications and energy sectors to be harnessed to the full.</p> <p>EIB = European Investment Bank. The EIB is the European Union's bank whose shareholders are the member states of the EU. It works closely with other EU institutions to implement EU policy and is the world's largest international public lending institution.</p> <p>EFSI = European Fund for Strategic Investments (EFSI) The European Fund for Strategic Investments (EFSI) is an initiative launched jointly by the EIB Group and the European Commission to help overcome the current investment gap in the EU by mobilising private financing for strategic investments in key areas such as infrastructure, education, research and innovation, as well as risk finance for small businesses.</p>

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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.	accepted
12	GroenLinks	41	add	maritime transportation	<b>sustainable</b> maritime transportation	accepted

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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.	Accepted to add: In order to optimize TEN-T projects, a debate should be opened on the role of a European Transport Organizing Authority.

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14	GroenLinks	45	replace	should <b>be earmarked</b> for	should <b>only be used</b> for	accepted
15	EELV	45-46	replace	8. Money in the TEN-T <b>fund</b> should be earmarked for fossil free infrastructure to a much greater extent.	8. Money in the TEN-T <b>projects</b> should be earmarked for fossil free infrastructure to a much greater extent.	accepted
16	Die Grünen	46	replace	It is important that roads and 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.	accepted
17	Vihreät - De Gröna	53	add	completion of the TEN-T.	completion of the <b>railways in</b> TEN-T.	accepted

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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 <b>railway</b> network	accepted