



EUROPEAN PARLIAMENT

2009 - 2014

Committee on Transport and Tourism

PE441.245v03 10.5.2010 **AMENDMENTS 1 - 47** Draft motion for a
resolution **Brian Simpson** (PE440.004v01) further to Question for Oral Answer
B7-0204-2010

pursuant to Rule 115(5) of the Rules of Procedure

on the Implementation of the first railway package Directives (EC n° 2001/12,
2001/13 and 2001/14)

AM_Com_NonLegRE

Amendment 1 **Brian Simpson** **Draft motion for a resolution** **Recital A**

Draft motion for a resolution

A. whereas the first railway package, which was adopted in 2001 and contains three directives on the development of the Community's railways, on the licensing of railway undertakings and on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification, was intended to revitalise the rail industry by acting as a first step towards the creation of an integrated European railway area,

Amendment

A. whereas the first railway package, which was adopted in 2001 and contains three directives on the development of the Community's railways, on the licensing of railway undertakings and on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification, was intended to revitalise the rail industry by acting as a first step towards the creation of an integrated European railway area, ***and to provide a sound financial structure to bring this about,***

Or. en **Amendment 2** **Saïd El Khadraoui** **Draft motion for a resolution** **Recital B**

Draft motion for a resolution

B. whereas the directives of the first railway package were due to be transposed into national laws on 15 March 2003, but that the Commission waited until June 2008 before ***taking any official action to control the*** implementation of the first railway package,

Amendment

B. whereas the directives of the first railway package were due to be transposed into national law on 15 March 2003, but the Commission waited until June 2008 before ***launching infringement procedures against Member States for incorrect or incomplete*** implementation of the first railway package,

Or. en **Amendment 3** **Bogdan Kazimierz Marcinkiewicz** **Draft motion for a resolution** **Recital C a (new)**

Draft motion for a resolution

Ca. whereas the directives of the first railway package lay down the foundations for a sound financial architecture necessary for the development of such a railway area,

Or. en **Amendment 4** **Ádám Kósa** **Draft motion for a resolution** **Recital C a (new)**

Draft motion for a resolution

Amendment

Ca. whereas there is a contradiction between endeavours at European and Member State level aimed at the regional development of railways and improvements to the mobility of rural populations and people with disabilities in line with the high level of economic and efficiency requirements laid down in connection with railway systems in Europe,

Or. hu **Amendment**
resolution Paragraph 2

5 Marian-Jean Marinescu
Draft motion for a

Draft motion for a resolution

Amendment

2. Recalls that the Parliament had already underlined in its resolution of 12 July 2007 that a full implementation of the first railway package was an absolute priority; is therefore very dissatisfied that this priority has not been respected by a large majority of Member States ***including Austria, Belgium, the Czech Republic, Germany, Denmark, Estonia, Greece, Spain, France, Hungary, Ireland, Italy, Lithuania, Luxembourg, Latvia, Poland, Portugal, Romania, Sweden, Slovenia and Slovakia;***

2. Recalls that the Parliament had already underlined in its resolution of 12 July 2007 that a full implementation of the first railway package was an absolute priority; is therefore very dissatisfied that this priority has not been respected by a large majority of Member States;

Or. en **Amendment**
3

6 Saïd El Khadraoui
Draft motion for a resolution Paragraph

Draft motion for a resolution

Amendment

3. Regrets that the Commission has lost five years to act against this failure and has waited until June 2008 before sending ***a*** formal notice and until October 2009 to send reasoned opinions; urges therefore the Commission to initiate without delay the legal proceedings against the 21 Member States which have not implemented the first railway package;

3. Regrets that the Commission has lost five years to act against this failure and has waited until June 2008 before sending ***letters of*** formal notice and until October 2009 to send reasoned opinions ***for incorrect or incomplete implementation of the first railway package; regrets that the European Commission has not sufficiently focussed its monitoring on the financial foundations of the railway system;*** urges therefore the Commission to

initiate without delay the legal proceedings against the 21 Member States which have not implemented the first railway package;

Or. enAmendment
resolutionParagraph 3

7Bogdan Kazimierz MarcinkiewiczDraft motion for a

Draft motion for a resolution

Amendment

3. Regrets that the Commission has lost five years to act against this failure and has waited until June 2008 before sending a formal notice and until October 2009 to send reasoned opinions; urges therefore the Commission to initiate without delay the legal proceedings against the 21 Member States which have not implemented the first railway package;

3. Regrets that the Commission has lost five years to act against this failure and has waited until June 2008 before sending a formal notice and until October 2009 to send reasoned opinion; ***regrets that the European Commission has not sufficiently focussed the legal proceedings on the financial foundations of the railway system***; urges therefore the Commission to initiate without delay the legal proceedings against the 21 Member States which have not implemented the first railway package;

Or. enAmendment

8Georges BachDraft motion for a resolutionParagraph 4

Draft motion for a resolution

Amendment

4. Urges the 21 Member States to respect the European legislation without further delay; is convinced that ***those Member States still prevent fair competition in the rail market by not implementing the directives of the first railway package***;

4. Urges the 21 Member States to respect the European legislation without further delay; is convinced that ***implementation of the legislation by the Member States will enable fair competition in the European rail market***;

Or. deAmendment
resolutionParagraph 5

9Bogdan Kazimierz MarcinkiewiczDraft motion for a

Draft motion for a resolution

Amendment

5. Requests that the Commission makes public concrete information on the elements not fully implemented in each Member States, especially on the independence of infrastructure managers, the insufficient set up of an independent regulatory body and the lack of implementation of provisions on track access charging;

5. Requests that the Commission makes public concrete information on the elements not fully implemented in each Member State, especially on ***the so-called financial architecture (financing of infrastructure, public service contracts and historical railway debt)***, the independence of infrastructure managers, the insufficient set up of an independent regulatory body and the lack of

implementation of provisions on track access charging;

Or. enAmendment 10 Carlo Fidanza Draft motion for a resolution Paragraph 5

Draft motion for a resolution

Amendment

5. Requests that the Commission makes public concrete information on the elements not fully implemented in each Member States, especially on the independence of infrastructure managers, the insufficient set up of an independent regulatory body and the lack of implementation of provisions on track access charging;

5. Requests that the Commission makes public concrete information on the elements not fully implemented in each Member States, especially on the insufficient set up of an independent regulatory body and the lack of implementation of provisions on track access charging; ***furthermore, asks the Commission to inform the Parliament on the different legal interpretations between the Commission and the Member States on the independence of infrastructure managers (Articles 4(2) and 14(2) of Directive 2001/14/EC);***

Or. enAmendment resolution Paragraph 5

11 Debora Serracchiani Draft motion for a

Draft motion for a resolution

Amendment

5. Requests that the Commission makes public concrete information on the elements not fully implemented in each Member States, especially on the independence of infrastructure managers, the insufficient set up of an independent regulatory body and the lack of implementation of provisions on track access charging;

5. Requests that the Commission makes public concrete information on the elements not fully implemented in each Member States, especially on the insufficient set up of an independent regulatory body and the lack of implementation of provisions on track access charging; ***furthermore, asks the Commission to inform the Parliament on the different legal interpretations between the Commission and the Member States on the independence of infrastructure managers (Articles 4(2) and 14(2) of Directive 2001/14/EC);***

Or. enAmendment 5 a (new)

12 Inés Ayala Sender Draft motion for a resolution Paragraph

Draft motion for a resolution

Amendment

5a. Considers that the lack of cross-border infrastructures to overcome historical and

geographical obstacles which still exist (for example different track gauges or the impregnable barriers formed by mountain ranges such as the Alps or Pyrenees) is continuing to discourage the implementation of measures under the first railway package; stresses the need to speed up the measures necessary for the development of the TEN-T priority projects along these routes in order to facilitate and encourage the entry of new operators;

Or. esAmendment
resolutionParagraph 5 a (new)

13Silvia-Adriana ȚicăuDraft motion for a

Draft motion for a resolution

Amendment

5a. Recommends that the Commission and Member States give greater priority to rail transport, for example by allocating the necessary funding for the maintenance and modernisation of railway infrastructures and rolling stock;

Or. roAmendment
(new)

14Ádám KósaDraft motion for a resolutionParagraph 5 a

Draft motion for a resolution

Amendment

5a. Calls on the Commission to pay greater attention in the next financial framework to increasing financing for the technologically less advanced railway network in Central and Eastern Europe in the context of the TEN-T networks;

Or. huAmendment

15Werner KuhnDraft motion for a resolutionParagraph 7

Draft motion for a resolution

Amendment

7. Considers that the independence of the infrastructure manager is a precondition for allowing fair, transparent and non-discriminatory treatment of all operators; underlines as particularly worrying that insufficient practical and legal safeguards to guarantee the independence of infrastructure managers have been

7. Considers that the independence of the infrastructure manager is a precondition for allowing fair, transparent and non-discriminatory treatment of all operators; underlines as particularly worrying, *in the view of the Commission, the fact that, in a number of Member States*, insufficient practical and legal safeguards to guarantee

provided, *especially when they are part of a railway holding containing also rail transport activities*;

the independence of infrastructure managers have been provided; *recalls that the separation and integration models are acceptable, as long as a sufficient degree of independence is guaranteed*;

Or. deAmendment
7

16Michael CramerDraft motion for a resolutionParagraph

Draft motion for a resolution

Amendment

7. Considers that the independence of the infrastructure manager is a precondition for allowing fair, transparent and non-discriminatory treatment of all operators; underlines as particularly worrying that insufficient practical and legal safeguards to guarantee the independence of infrastructure managers have been provided, *especially when they are part of a railway holding containing also rail transport activities*;

7. *Recalls that the separation as well as the integration models should be oriented towards optimised customer benefits and economy efficiency*; considers the independence of the infrastructure manager is a precondition for allowing fair, transparent and non-discriminatory treatment of all operators; underlines as particularly worrying that *in several Member States* insufficient practical and legal safeguards to guarantee the independence of infrastructure managers have been provided;

Or. enAmendment

17Georges BachDraft motion for a resolutionParagraph 7

Draft motion for a resolution

Amendment

7. Considers that the independence of the infrastructure manager is a precondition for allowing fair, transparent and non-discriminatory treatment of all operators ; underlines as particularly worrying that insufficient practical and legal safeguards to guarantee the independence of infrastructure managers have been provided, especially when they are part of a railway holding containing also rail transport activities;

7. Considers that the *adequate* independence of the infrastructure manager is a precondition for allowing fair, transparent and non-discriminatory treatment of all operators ; underlines as particularly worrying that insufficient practical and legal safeguards to guarantee the *adequate* independence of infrastructure managers have been provided, especially when they are part of a railway holding containing also rail transport activities;

Or. deAmendment
resolutionParagraph 7

18Bogdan Kazimierz MarcinkiewiczDraft motion for a

Draft motion for a resolution

Amendment

7. Considers that the independence of the infrastructure manager is a precondition for

7. Considers that the independence of the infrastructure manager is a precondition for

allowing fair, transparent and non-discriminatory treatment of all operators ; underlines as particularly worrying that insufficient practical and legal safeguards to guarantee the independence of infrastructure managers have been provided, especially when they are part of a railway holding containing also rail transport activities;

Or. enAmendment

19Georges BachDraft motion for a resolutionParagraph 11

Draft motion for a resolution

11. Considers that this failure to set up *a* truly independent regulatory *body* *seriously* hinders *gravely* a proper implementation of the first railway package;

allowing fair, transparent and non-discriminatory treatment of all operators; underlines as particularly worrying that *in some important cases* insufficient practical and legal safeguards to guarantee the independence of infrastructure managers have been provided, especially when they are part of a railway holding containing also rail transport activities;

Amendment

11. Considers that this failure to set up truly independent regulatory *bodies in the Member States* hinders a proper implementation of the first railway package;

Or. deAmendment
resolutionParagraph 11 a – title (new)

20Saïd El KhadraouiDraft motion for a

Draft motion for a resolution

Amendment

Track access charging

Infrastructure financing and charging framework

Or. enAmendment
resolutionParagraph 11 a (new)

21Saïd El KhadraouiDraft motion for a

Projet de proposition de résolution

Amendment

11a. Notes that specific provisions relating to the financing of infrastructure and tackling of railway debt were included in the first railway package (Article 9 of Directive 2001/12/EC);

Or. enAmendment
resolutionParagraph 11 b (new)

22Saïd El KhadraouiDraft motion for a

Draft motion for a resolution

Amendment

11b. Regrets that the level of investment in rail infrastructure development and maintenance remains largely insufficient in many Member States, with the quality of the existing infrastructure declining in

several cases; urges Member States to mobilise the necessary resources to ensure that new rail transport projects are developed and that the existing infrastructure is adequately maintained;

Or. enAmendment
resolutionParagraph 12

23Silvia-Adriana ȚicăuDraft motion for a

Draft motion for a resolution

Amendment

12. Notes that the independence of infrastructure managers and guaranteed powers and resources for regulatory bodies are preconditions for satisfactory track access charging; recalls that these infrastructure charges shall be calculated in a fair, transparent and consistent manner;

12. Notes that the independence of infrastructure managers and guaranteed powers and resources for regulatory bodies are preconditions for satisfactory track access charging; recalls that these infrastructure charges shall be calculated in a fair, transparent and consistent manner **and provide sufficient visibility for the railway undertakings;**

Or. enAmendment

24Georges BachDraft motion for a resolutionParagraph 12

Draft motion for a resolution

Amendment

12. Notes that the independence of infrastructure managers and guaranteed powers and resources for regulatory bodies are preconditions for satisfactory track access charging; recalls that these infrastructure charges shall be calculated in a fair, transparent and consistent manner;

12. Notes that the **adequate** independence of infrastructure managers and guaranteed powers and resources for regulatory bodies are preconditions for satisfactory track access charging; recalls that these infrastructure charges shall be calculated in a fair, transparent and consistent manner;

Or. deAmendment

25Werner KuhnDraft motion for a resolutionParagraph 13

Draft motion for a resolution

Amendment

13. Expresses concerns at the insufficient implementation of provisions on infrastructure charges, especially the absence of performance scheme in order to improve the performance of the railway network and of tariff systems based on the direct costs of rail services, as well as the lack of independent determination of infrastructure charges by the infrastructure manager;

13. Recalls that the admissible tariff level can range from the direct costs of train operation (at minimum) to the full cost plus reasonable profit (at maximum); expresses concern at what the Commission sees as the inadequate implementation of provisions on charges, in particular the absence of performance-based charging systems to improve the performance of the rail network and of the tariff system, which is based on the direct costs of rail use, and the lack of an

independent determination of the infrastructure charges by the infrastructure manager;

Or. deAmendment 13 26Michael CramerDraft motion for a resolutionParagraph

Draft motion for a resolution

Amendment

13. *Expresses concerns at the insufficient implementation of provisions on infrastructure charges, especially the absence of performance scheme in order to improve the performance of the railway network and of tariff systems based on the direct costs of rail services, as well as the lack of independent determination of infrastructure charges by the infrastructure manager;*

13. *Recalls for a better implementation of provisions on infrastructure charges, linked with performance scheme in order to improve the performance of the railway network and fair, transparent and efficient tariff systems based on the direct costs of rail services and reasonable rate of return;*

Or. enAmendment 27Werner KuhnDraft motion for a resolutionParagraph 14

Draft motion for a resolution

Amendment

14. *Regrets that, due to this lack of implementation, the infrastructure charges appear not to be directly linked to the costs of train services and that the rail market might not be able to bear these high charges; notes that this high level of infrastructure charges can hinder the entering into the market of non-incumbent operators and that the Commission has received several complaints by operators on the access to terminals and to rail services;*

14. *Regrets that a high level of infrastructure charges might weaken the intermodal competitiveness of the railways; notes that the Commission has received several complaints by operators on the access to terminals and to rail services;*

Or. deAmendment 14 28Michael CramerDraft motion for a resolutionParagraph

Draft motion for a resolution

Amendment

14. *Regrets that, due to this lack of implementation, the infrastructure charges appear not to be directly linked to the costs of train services and that the rail market might not be able to bear these high charges; notes that this high level of infrastructure charges can hinder the*

14. *Regrets that high levels of infrastructure charges and minimum low levels of road charges contribute to unfair competition in the intermodal and intramodal transport market; believes that the Commission has received several complaints on unfair competition and*

entering into the market of non-incumbent operators and that the Commission has received several complaints *by operators* on the access to terminals and to rail services;

access to terminals and to rail services;

Or. enAmendment
resolutionParagraph 14 a (new)

29Debora SerracchianiDraft motion for a

Draft motion for a resolution

Amendment

14a. Considers important that Commission should put more pressure on the Member States for an adequate compensation to Railway Operators for public service obligations according to Directive 2001/14/EC;

Or. enAmendment
a (new)

30Carlo FidanzaDraft motion for a resolutionParagraph 14

Draft motion for a resolution

Amendment

14a. Considers important that Commission should put more pressure on the Member States for an adequate compensation to Railway Operators for public service obligations according to Directive 2001/14/EC;

Or. enAmendment
resolutionParagraph 14 a (new)

31Saïd El KhadraouiDraft motion for a

Draft motion for a resolution

Amendment

14a. Considers that track access charging principles applying to rail and road transport should converge to establish the ground for a real level playing field among transport modes; stresses that such level playing field would allow making the EU transport system more sustainable and more efficient and would maximise the rail environmental competitiveness;

Or. enAmendment
resolutionParagraph 15 a (new)

32Silvia-Adriana ȚicăuDraft motion for a

Draft motion for a resolution

Amendment

15a. Stresses that the opening up of markets in the rail transport sector should not detract from the quality of rail transport services;

Or. ro
**Amendment
Paragraph 15 b (new)**

33
**Silvia-Adriana Țicău
Draft motion for a**

Draft motion for a resolution

Amendment

15b. Requests the Commission to analyze the need to harmonize calculation methods of infrastructure charging within the EU;

Or. en
**Amendment
Paragraph 15 c (new)**

34
**Silvia-Adriana Țicău
Draft motion for a**

Draft motion for a resolution

Amendment

15c. Calls for the rapid internalisation of all external costs for all modes of transport; charging of environmental costs for railways shall however be allowed only if such charging is applied at a comparable level to competing modes of transport and no binding legislation should be taken before the technology is proven to be safe and is available at reasonable prices;

Or. en
**Amendment
16**

35
**Michael Cramer
Draft motion for a resolution
Paragraph**

Draft motion for a resolution

Amendment

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; **requests the Commission to treat in priority in this revision the problems of the independence of the infrastructure managers, of the regulatory bodies' lack of resources and powers and of the infrastructure charging;**

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; **recalls to integrate into this revision the position of the European Parliament as expressed in its resolution of 12 July 2007 on the implementation of the first railway package; encourages the Commission to frame this revision in a well conceived package of measures, such as improved interoperability, ERTMS, rail**

freight noise reduction, better financing of existing rail infrastructure with priority on the new Member States networks and transborder connections and fair pricing for all transport modes;

Or. enAmendment
16

36Gesine MeissnerDraft motion for a resolutionParagraph

Draft motion for a resolution

Amendment

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; requests the Commission to treat in priority in this revision the problems of the independence of the infrastructure managers, of the regulatory bodies' lack of resources and powers and of the infrastructure charging;

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; requests the Commission to treat in priority in this revision the problems of the independence of the infrastructure managers, of the regulatory bodies' lack of resources and powers and of the infrastructure charging; *asks the Commission also to recommend the complete liberalisation of the rail passenger transport market in Europe;*

Or. deAmendment

37Werner KuhnDraft motion for a resolutionParagraph 16

Draft motion for a resolution

Amendment

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; requests the Commission to treat in priority in this revision the problems of *the independence of the infrastructure managers, of* the regulatory bodies' lack of resources and powers *and of the infrastructure charging;*

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; requests the Commission to treat in priority in this revision the problems of the regulatory bodies' lack of resources and powers; *asks the Commission also to recommend the complete liberalisation of the rail passenger transport market in Europe;*

Or. deAmendment
resolutionParagraph 16

38Saïd El Khadraoui, Brian SimpsonDraft motion for a

Draft motion for a resolution

Amendment

16. Notes the intention of the Commission to propose a revision of the first railway package *in* 2010; requests the Commission to treat in priority in this revision the problems of the independence of the infrastructure managers, of the regulatory bodies' lack of resources and powers and *of*

16. Notes the intention of the Commission to propose a revision of the first railway package *by September* 2010; requests the Commission to treat in priority in this revision the problems of the independence of the infrastructure managers, of the regulatory bodies' lack of resources and

the infrastructure charging;

powers and *to propose an appropriate infrastructure access charging principles that stimulates public and private investments in the rail sector;*

Or. enAmendment

39Roberts ZileDraft motion for a resolutionParagraph 16

Draft motion for a resolution

Amendment

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; **requests** the Commission to treat in priority in this revision the problems of the independence of the infrastructure managers, of the regulatory bodies' lack of resources and powers and of the infrastructure charging;

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; **urges** the Commission to **take into account historical, geographical and market particularities in certain Member States and to clarify respective legal provisions, and requests it** to treat in priority in this revision the problems of the independence of the infrastructure managers, of the regulatory bodies' lack of resources and powers and of the infrastructure charging;

Or. enAmendment
resolutionParagraph 16

40Antonio Cancian, Carlo FidanzaDraft motion for a

Draft motion for a resolution

Amendment

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; requests the Commission to treat in priority in this revision the problems of the independence of the infrastructure managers, of the regulatory bodies' lack of resources and powers and of the infrastructure charging;

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; requests the Commission to treat in priority in this revision the problems of the independence of the infrastructure managers **during the performance of their essential functions**, of the regulatory bodies' lack of resources and powers and of the infrastructure charging; **requests the Commission to propose at the same time a complete liberalisation of the rail passenger market in Europe;**

Or. enAmendment
resolutionParagraph 16

41Bogdan Kazimierz MarcinkiewiczDraft motion for a

Draft motion for a resolution

Amendment

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; requests the Commission

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; requests the Commission

to treat in priority in this revision the problems of the independence of the infrastructure managers, of the regulatory bodies' lack of resources and powers and of the infrastructure charging;

**Or. enAmendment
resolutionParagraph 16**

Draft motion for a resolution

16. Notes the intention of the Commission to propose a revision of the first railway package in 2010; requests the Commission to treat in priority in this revision the problems of the independence of the infrastructure managers, of the regulatory bodies' lack of resources and powers and of the infrastructure charging;

**Or. enAmendment
resolutionParagraph 16 a (new)**

Draft motion for a resolution

**Or. enAmendment
resolutionParagraph 16 a (new)**

Draft motion for a resolution

to treat in priority in this revision the problems ***of the financial architecture and all financial aspects***, of the independence of the infrastructure managers, of the regulatory bodies' lack of resources and powers and of the infrastructure charging;

42Marian-Jean MarinescuDraft motion for a

Amendment

16. Urges the Commission to propose a revision of the first railway package in 2010; requests the Commission to treat in priority in this revision the problems of the independence of the infrastructure managers, of the regulatory bodies' lack of resources and powers and of the infrastructure charging;

43Antonio Cancian, Carlo FidanzaDraft motion for a

Amendment

16a. Considers that the successful implementation of the railway package passes through the effective opening to competition of the railway market, without which all these measures will result just an increase of bureaucracy. In particular it is necessary to better identify and define essential facilities and avoid cross subsidies;

44Debora SerracchianiDraft motion for a

Amendment

16a. Considers that the successful implementation of the railway package passes through the effective opening to competition of the railway market, without which all these measures will result just an increase of bureaucracy. In particular it is necessary to better identify and define essential facilities and avoid

cross subsidies;

Or. enAmendment 45Mathieu GroschDraft motion for a resolutionParagraph
16 a (new)

Draft motion for a resolution

Amendment

16a. Asks the Commission to react or give the information concerning the requests in paragraphs 3, 5, 10 and 16 within the recast of the first railway package or at the latest until the end of 2010;

Or. enAmendment 46Dirk SterckxDraft motion for a resolutionParagraph 16 a
(new)

Draft motion for a resolution

Amendment

16a. Stresses that the first railway package can only be implemented successfully if the market in the rail transport sector is effectively opened up since, in the absence of such liberalisation, any measures taken will have little impact; therefore asks the Commission also to give this matter due consideration;

Or. nlAmendment 47Silvia-Adriana ȚicăuDraft motion for a
resolutionParagraph 16 a (new)

Draft motion for a resolution

Amendment

16a. Asks the European Commission, at the next review of the first railway package, to envisage the inclusion of a number of social provisions ensuring sound European standards regarding working conditions and the implementation of national social security schemes in the Member States by all operators and infrastructure managers in the rail transport sector;

Or. ro