

Basic information	
2022/2022(INI)	Procedure completed
INI - Own-initiative procedure	
Action plan to boost long distance and cross border passenger rail	
Subject	
3.20.02 Rail transport: passengers and freight	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	TRAN Transport and Tourism	TARDINO Annalisa (ID)	04/03/2022
		Shadow rapporteur BRAUNSBERGER- REINHOLD Karolin (EPP) AMERIKS Andris (S&D) KOVAŘÍK Ondřej (Renew) DEPARNAY-GRUNENBERG Anna (Greens/EFA) ROOKMAKER Dorien (ECR) PIMENTA LOPES João (The Left)	
	Committee for opinion	Rapporteur for opinion	Appointed
	IMCO Internal Market and Consumer Protection	The committee decided not to give an opinion.	
European Commission	Commission DG	Commissioner	
	Mobility and Transport	VÄLEAN Adina	

Key events			
Date	Event	Reference	Summary
10/03/2022	Committee referral announced in Parliament		
03/10/2022	Vote in committee		
12/10/2022	Committee report tabled for plenary	A9-0242/2022	Summary

12/12/2022	Debate in Parliament		
13/12/2022	Decision by Parliament	T9-0437/2022	Summary
13/12/2022	Results of vote in Parliament		

Technical information	
Procedure reference	2022/2022(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Initiative
Legal basis	Rules of Procedure EP 55
Other legal basis	Rules of Procedure EP 165
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/9/08485

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee draft report		PE732.576	25/05/2022	
Amendments tabled in committee		PE732.930	24/06/2022	
Committee report tabled for plenary, single reading		A9-0242/2022	12/10/2022	Summary
Text adopted by Parliament, single reading		T9-0437/2022	13/12/2022	Summary
European Commission				
Document type	Reference	Date	Summary	
Commission response to text adopted in plenary	SP(2023)153	26/04/2023		

Meetings with interest representatives published in line with the Rules of Procedure

Rapporteurs, Shadow Rapporteurs and Committee Chairs

Transparency				
Name	Role	Committee	Date	Interest representatives
TARDINO Annalisa	Rapporteur for opinion	TRAN	13/06/2023	FERROVIE DELLO STATO ITALIANE S.p.A.
ROOKMAKER Dorien	Shadow rapporteur	TRAN	24/10/2022	Europe's Rail Joint Undertaking
ROOKMAKER Dorien	Shadow rapporteur	TRAN	20/10/2022	Deutsche Bahn AG

KOVAŘÍK Ondřej	Shadow rapporteur	TRAN	15/09/2022	Shift2Rail
ROOKMAKER Dorien	Shadow rapporteur	TRAN	14/09/2022	FERROVIE DELLO STATO ITALIANE S.p.A.
ROOKMAKER Dorien	Shadow rapporteur	TRAN	27/07/2022	Permanant Representation of Hauts-de-France to the EU
ROOKMAKER Dorien	Shadow rapporteur	TRAN	11/07/2022	Member of Bundestag - Committee on Transport
ROOKMAKER Dorien	Shadow rapporteur	TRAN	14/06/2022	Nederlandse Spoorwegen (NS)
KOVAŘÍK Ondřej	Shadow rapporteur	TRAN	14/06/2022	CER (Community of European Railway and Infrastructure Companies)
BRAUNSBERGER-REINHOLD Karolin	Shadow rapporteur	TRAN	08/06/2022	ALLRAIL Alliance of Rail New Entrants
BRAUNSBERGER-REINHOLD Karolin	Shadow rapporteur	TRAN	07/06/2022	Community of European Railway and Infrastructure Companies
ROOKMAKER Dorien	Shadow rapporteur	TRAN	02/06/2022	Société nationale SNCF
BRAUNSBERGER-REINHOLD Karolin	Shadow rapporteur	TRAN	02/06/2022	Deutsche Bahn AG
BRAUNSBERGER-REINHOLD Karolin	Shadow rapporteur	TRAN	30/05/2022	ÖBB-Holding AG
KOVAŘÍK Ondřej	Shadow rapporteur	TRAN	17/05/2022	České dráhy (Czech Railways)
KOVAŘÍK Ondřej	Shadow rapporteur	TRAN	10/05/2022	Europe's rail & Správa železnic (Czech railway infrastructure administration)
KOVAŘÍK Ondřej	Shadow rapporteur	TRAN	05/05/2022	Railways sector representatives
TARDINO Annalisa	Rapporteur	TRAN	04/05/2022	Community of European Railway and Infrastructure Companies
TARDINO Annalisa	Rapporteur	TRAN	04/05/2022	FERROVIE DELLO STATO ITALIANE S.p.A.
ROOKMAKER Dorien	Shadow rapporteur	TRAN	28/04/2022	ÖBB-Holding AG
ROOKMAKER Dorien	Shadow rapporteur	TRAN	26/04/2022	Royal HaskoningDHV
KOVAŘÍK Ondřej	Shadow rapporteur	TRAN	11/04/2022	Europe's rail
KOVAŘÍK Ondřej	Shadow rapporteur	TRAN	30/03/2022	CER (Community of European Railway and Infrastructure Companies)
TARDINO Annalisa	Rapporteur	TRAN	24/03/2022	Fai Contrasporto Fai Contrasporto Sicilia
KOVAŘÍK Ondřej	Shadow rapporteur	TRAN	23/03/2022	Správa železnic (Czech railway infrastructure administration)
ROOKMAKER Dorien	Shadow rapporteur	TRAN	08/02/2022	DG MOVE
ROOKMAKER Dorien	Shadow rapporteur	TRAN	28/01/2022	The Mission of Japan to the European Union

Action plan to boost long distance and cross border passenger rail

2022/2022(INI) - 12/10/2022 - Committee report tabled for plenary, single reading

The Committee on Transport and Tourism adopted an own-initiative report by Annalisa TARDINO (ID, IT) on the action plan to boost long-distance and cross-border passenger rail.

Members support the action plan to boost long-distance and cross-border passenger rail transport and the need to set ambitious targets to make rail transport more attractive and efficient.

The plan fully contributes to the achievement of a wide range of objectives, including creating a safe and fully interoperable single European railway system, improving sustainability, promoting multimodal ticketing, creating jobs, enhancing connectivity, with particular attention to remote, island, mountainous and less populated zones.

Better implementation of the Union rail acquis and accelerated interoperability

Members welcomed the acceleration of the work to ensure the full implementation of the 4th Railway Package and the Technical Specifications for Interoperability (TSI). They stressed that the **full deployment of the ERTMS**, through the achievement of the targets in the revised legislative proposal for the TEN-T Regulation, will help to create a digital single European railway area, ensuring the further development of increased network capacity, safe, secure, fast and efficient rail transport services for long-distance and cross-border connections.

Boosting long-distance rail transport must be accompanied by its integration into different inter-regional, regional, urban and peri-urban rail networks as well as with other modes and TEN-T, thus improving door-to-door mobility.

The report also stressed the importance of: (i) **speeding up the construction of new rail lines** and of further promoting the completion of infrastructure projects, including bridges connecting islands to the mainland, in order to close existing missing links and to improve the integration of islands with the motorways of the sea; (ii) ensuring the synchronised deployment of trackside systems and on-board units and of the need for improved ERTMS governance; (iii) ensuring quick, sufficient and efficient financing and funding to support investments.

Strengthened infrastructure for passenger rail

Members considered that the timely completion of the multimodal, seamless TEN-T core network corridors by 2030 will be a first step to further network integration. This must involve the **elimination of bottlenecks and missing links** and the completion of cross-border sections. They support the completion of planned high-speed rail connections in the extended core network by 2040. Priority investments should be also directed at the development of long-distance, cross-border high-speed rail connections, especially in areas where there is currently no high-speed rail infrastructure.

The Commission is invited to adopt actions and projects to support **better connectivity** of local sustainable and rail multimodal transport in peripheral and coastal areas with lower margins for development. Members stressed the need to improve the use of EU funds to secure massive high-quality investments in sustainable and efficient transport infrastructure, including missing high-speed rail links.

Sufficient rolling stock availability

The report called for the clarification and simplification of State aid rules on the public funding of interoperable rolling stock for cross-border transport and related service facilities, as well as for railway infrastructure services in the revised Railway Guidelines. It called on railway companies to **plan sufficient orders** of high-speed rolling stock, in line with the Commission's goals to double high-speed by 2040. The rolling stock for night train services needs timely planning in order to facilitate the renaissance of night trains.

Members also stressed the need for clear requirements and specifications for interoperability and further investments in rolling stock.

Adapting training and certification of train drivers

The report stressed the lack of harmonisation of train driver certification may hamper their mobility between Member States and the development of long-distance passenger services, particularly in cross-border sections. It highlighted, furthermore, the need to **promote a single EU-wide working language, namely English**, for train drivers operating long-distance and cross-border passenger rail connections who do not speak the languages of the Member States crossed during the journey.

More efficient use of networks

The report stressed the importance of ensuring improved use of the network especially along the TEN-T, and called for measures to smooth passenger flow, including establishing transit and terminal nodes along high-speed routes, and to **enhance the attractiveness of night trains**. It encouraged Member States to provide a multi-annual perspective in the funding of their infrastructure in order to allow planned and internationally coordinated infrastructure maintenance and development, reduce temporary capacity restrictions and improve reliability in international rail.

The report also stressed the importance of:

- fair and appropriate **track access pricing** for all operators, while ensuring a level playing field between incumbents and new entrants and ensuring that infrastructure networks are adequately funded;
- more accessible **smart ticketing** to facilitate multi-modal journey planning;
- appropriate **protection for passengers in the event of delays or missed connections**: regardless of whether they have booked a through ticket or separate tickets, passengers should at least be offered onward travel, which is a key factor in their choice of transport mode;
- explore all possibilities to ensure a **level playing field with other modes of transport**;
- the role of **public service contracts** in promoting the continuity of cross-border services for European citizens and improving connections to interesting destinations, such as tourist and historical destinations;
- maintain the momentum of the European Year of Rail 2021 in the context of the European Year of Youth 2022 by **encouraging young people to travel by train** and attracting them to professions in the railway sector.

Action plan to boost long distance and cross border passenger rail

2022/2022(INI) - 13/12/2022 - Text adopted by Parliament, single reading

The European Parliament adopted by 524 votes to 38, with 50 abstentions, a resolution on the action plan to boost long-distance and cross-border passenger rail.

Members supported the action plan to boost long-distance and cross-border passenger rail transport and the need to set ambitious targets to make rail transport more attractive and efficient. The plan fully contributes to the achievement of a wide range of objectives, including creating a safe and fully interoperable single European railway system, improving sustainability, promoting multimodal ticketing, creating jobs, enhancing connectivity, with particular attention to remote, island, mountainous and less populated zones.

The plan fully contributes to a wide range of objectives, including i) the creation of a safe and fully interoperable single European rail system, ii) enhanced connectivity, with particular attention to remote, island, mountain and less populated areas, iii) enhanced connectivity with enlargement and Eastern Partnership countries, iv) fair competition between rail operators and a level playing field between modes of transport, v) strengthening of passenger rights, vi) professional training, further training, retraining and certification for train drivers

Better implementation of the Union rail acquis and accelerated interoperability

Members welcomed the acceleration of the work to ensure the full implementation of the 4th Railway Package and the Technical Specifications for Interoperability (TSI). They stressed that the full deployment of the ERTMS, through the achievement of the targets in the revised legislative proposal for the TEN-T Regulation, will help to create a digital single European railway area, ensuring the further development of increased network capacity, safe, secure, fast and efficient rail transport services for long-distance and cross-border connections.

Boosting long-distance rail transport must be accompanied by its integration into different inter-regional, regional, urban and peri-urban rail networks as well as with other modes and TEN-T, thus improving door-to-door mobility.

The resolution also stressed the importance of: (i) speeding up the construction of new rail lines and of further promoting the completion of infrastructure projects, including bridges connecting islands to the mainland, in order to close existing missing links and to improve the integration of islands with the motorways of the sea; (ii) ensuring the synchronised deployment of trackside systems and on-board units and of the need for improved ERTMS governance; (iii) ensuring quick, sufficient and efficient financing and funding to support investments.

Strengthened infrastructure for passenger rail

Members considered that the timely completion of the multimodal, seamless TEN-T core network corridors by 2030 will be a first step to further network integration. This must involve the elimination of bottlenecks and missing links and the completion of cross-border sections. They support the completion of planned high-speed rail connections in the extended core network by 2040.

In particular, Parliament called for:

- priority investments in the development of cross-border long-distance high-speed rail links and the construction of new infrastructure to meet the demand for high-speed trains
- actions and projects to support better connectivity of local sustainable and rail multimodal transport in peripheral and coastal areas with lower margins for development;
- improved the use of EU funds to ensure massive high-quality investment in sustainable and efficient transport infrastructure, including missing high-speed rail links;
- focus on the completion of first/last mile multimodal hubs in urban nodes;
- support the modernisation of small railway stations.

Sufficient rolling stock availability

The resolution called for the clarification and simplification of State aid rules on the public funding of interoperable rolling stock for cross-border transport and related service facilities, as well as for railway infrastructure services in the revised Railway Guidelines. It called on railway companies to plan sufficient orders of high-speed rolling stock, in line with the Commission's goals to double high-speed by 2040.

Members also stressed the need for clear requirements and specifications for interoperability and further investments in rolling stock.

Adapting training and certification of train drivers

The resolution stressed the lack of harmonisation of train driver certification may hamper their mobility between Member States and the development of long-distance passenger services, particularly in cross-border sections. It highlighted, furthermore, the need to promote a single EU-wide working language, namely English, for train drivers operating long-distance and cross-border passenger rail connections who do not speak the languages of the Member States crossed during the journey.

The resolution also stressed the importance of:

- ensuring **improved use of the network**, in particular along the TEN-T, take measures to smooth passenger flow, including the establishment of transit and terminal nodes along high-speed routes, and improve the attractiveness of night trains;
- fair and **appropriate track access pricing** for all operators, while ensuring a level playing field between incumbents and new entrants and ensuring that infrastructure networks are adequately funded;
- more accessible **smart ticketing** to facilitate multi-modal journey planning;
- **appropriate protection for passengers** in the event of delays or missed connections: regardless of whether they have booked a through ticket or separate tickets, passengers should at least be offered onward travel, which is a key factor in their choice of transport mode;
- ensuring **fair, easily accessible, affordable and advantageous ticket prices** for all categories of passengers, including the most vulnerable;
- explore all possibilities to ensure a **level playing field** with other modes of transport;
- the role of **public service contracts** in promoting the continuity of cross-border services for European citizens and improving connections to interesting destinations, such as tourist and historical destinations;
- maintain the momentum of the European Year of Rail 2021 in the context of the European Year of Youth 2022 by **encouraging young people to travel by train** and attracting them to professions in the railway sector.