Amendments to R3: Shifting Europe's Transport Infrastructure Towards Sustainability and Justice: The European Rail Network at the (

№ Lines	Tabled by	Original text	Proposed amendment	CAS decision
1 AM-7-1	SF - Green Left	massively expanded. Lisbon has lost its direct train connection to Madrid and the broader European network.	**Insert from line 6 to 7:** massively expanded. Lisbon has lost its direct train connection to Madrid and the broader European network – and may have to wait another 5-10 years before a new high speed line is established.	Compromise wording proposed by Norwegian Greens: '… Lisbon has lost its currently has no direct train connection to Madrid and the broader European network, and will continue without one for the foreseeable future.'
2 AM-7-6	PROGR ESÍVIE	massively expanded. Lisbon has lost its direct train connection to Madrid and the broader European network.	**Insert from line 6 to 7:** massively expanded. Lisbon has lost its direct train connection to Madrid and the broader European network. In light of the current geopolitical context in Europe and lessons learned from the war in Ukraine, the rail network must be recognized as critical security infrastructure. It ensures the movement of military logistics, civilian evacuation and supply continuity during crises, and must be fully integrated into the EU's defense and mobility strategy. From the EU security perspective, it is very important to develop it and understand its importance.	Compromise wording but needs **to be further discussed in person in Lisbon** (Had found agreement by EV, MDG, PRO, AT Greens) In light of the current geopolitical context in Europe and lessons learned from the war in Ukraine, the rail network must be recognized as critical security infrastructure. It ensures the movement of military logistics, civilian evacuation and supply continuity during crises, and must be fully integrated into the EU's defense and mobility strategy. From the EU security perspective, it is very important to develop it and understand its importance.

| 3 | AM-10-2 | SF - Green Left | networks have been dismantled and left to decay due to underinvestment and privatisation. Night trains have been discontinued or left without improvements, reducing alternatives to short-haul flights. | **Delete from line 9 to 11:**

networks have been dismantled and left to decay due to underinvestment and privatisation. ~~Night trains have been discontinued or left without improvements, reducing alternatives to short-haul flights.~~ | Compromise wording discussed via email for AM 3 and AM 4 proposed by Committee

Question pending on whether to include the example or move to background!

While lately there has been a certain renaissance of night trains, some relevant lines have been discontinued recently, [such as ~~recently~~ the lines Paris-Berlin or Paris-Vienna], or left without improvements, reducing alternatives to short-haul flights.

Feedback pending by tabling parties except EV, and MDG, and SF |
| 4 | AM-10-3 | Esquerra Verda | networks have been dismantled and left to decay due to underinvestment and privatisation. Night trains have been discontinued or left without improvements, reducing alternatives to short-haul flights. | **Insert from line 9 to 11:**

networks have been dismantled and left to decay due to underinvestment and privatisation. Night trains have been discontinued, such as recently the lines Paris-Berlin or Paris-Vienna, or left without improvements, reducing alternatives to short-haul flights. | see AM 3 |

| 5 | AM-13-1 | Europa Verde - Verdi | Meanwhile, airports and roads keep expanding. Projects such as the expansion of Barcelona and Heathrow airports, the port of Valencia, and new motorways in Belgium contradict the European Green Deal, the Biodiversity Strategy, and the EU's climate commitments. Europe's infrastructure model still depends | **From line 12 to 15:**

Meanwhile, airports and roads keep expanding. Projects such as the expansion of Barcelona ~~and~~, Roma Fiumicino Heathrow airports, the port of Valencia, the construction of a port in Fiumicino and new motorways in Belgium, as well as the bridge over the Strait in Messina, contradict the European Green Deal, the Biodiversity Strategy, and the EU's climate commitments. Europe's infrastructure model still depends | Compromise wording discussed via email for for AM-9-1, AM-10-3, AM-13-1, AM-13-2, AM-14-1, supported by Europa Verde-Verdi, MDG, Zieloni, ZLF, AT Greens, EV:

On top of the below, parties who tabled AM-9-1, AM-10-3, AM-13-1, AM-13-2, AM-14-1 will work on a wording to include individual projects in the resolution background text.

Meanwhile, airports and roads keep expanding with infrastructure projects ~~. Projects such as the expansion of Barcelona and Heathrow airports, the port of Valencia, and new motorways in Belgium~~ which contradict the European Green Deal, the Biodiversity Strategy, and the EU's climate commitments.

Feedback needed from: Os Verdes |
| 6 | AM-13-2 | Zieloni | Meanwhile, airports and roads keep expanding. Projects such as the expansion of Barcelona and Heathrow airports, the port of Valencia, and new motorways in Belgium contradict the European Green Deal, the Biodiversity Strategy, and the | **Insert from line 12 to 14:**

Meanwhile, airports and roads keep expanding. Projects such as the expansion of Barcelona, Warsaw and Heathrow airports, the port of Valencia, and new motorways in Belgium contradict the European Green Deal, the Biodiversity Strategy, and the | see AM 5 |

| 7 | AM-13-3 | Ecolo | Meanwhile, airports and roads keep expanding. Projects such as the expansion of Barcelona and Heathrow airports, the port of Valencia, and new motorways in Belgium contradict the European Green Deal, the Biodiversity Strategy, and the EU's climate commitments. Europe's infrastructure model still depends | **Delete from line 12 to 15:**

Meanwhile, airports and roads keep expanding. Projects such as the expansion of Barcelona and Heathrow airports, the port of Valencia, and new motorways ~~in Belgium~~ contradict the European Green Deal, the Biodiversity Strategy, and the EU's climate commitments. Europe's infrastructure model still depends | CAS accepted |
| 8 | AM-14-1 | Die Grünen - Die Grüne Alternative | Barcelona and Heathrow airports, the port of Valencia, and new motorways in Belgium contradict the European Green Deal, the Biodiversity Strategy, and the EU's climate commitments. Europe's infrastructure model still depends | **Insert from line 13 to 15:**

Barcelona and Heathrow airports, the port of Valencia, and new motorways in Belgium or Austria contradict the European Green Deal, the Biodiversity Strategy, and the EU's climate commitments. Europe's infrastructure model still depends | see AM 5 et al |

| 9 | AM-17-1 | Die Grünen - Die Grüne Alternative | excessively on cars and planes, while trains — the most reliable, sustainable, and socially equitable mode of transport — remain underfunded and underdeveloped, leading to decreased quality and safety. According to a 2023 | **Insert from line 16 to 18:**

excessively on cars and planes, while trains — the most reliable, sustainable, and socially equitable mode of transport — in most countries remain underfunded and underdeveloped, leading to decreased quality and safety. According to a 2023 | CAS accepted |
| 10 | AM-18-1 | SF - Green Left | and socially equitable mode of transport — remain underfunded and underdeveloped, leading to decreased quality and safety. According to a 2023 Greenpeace report, Europe's rail network shrunk by 6.5% over the past 30 years, while motorways grew by over 60%. | **Delete from line 17 to 20:**

and socially equitable mode of transport — remain underfunded and underdeveloped, leading to decreased quality and safety. According to a 2023 Greenpeace report, Europe's rail network shrunk by 6.5% over the past 30 years, while motorways grew by over 60%. | Withdrawn |

| 11 | AM-18-2 | EGP Committee | and socially equitable mode of transport — remain underfunded and underdeveloped, leading to decreased quality and safety. According to a 2023 Greenpeace report, Europe's rail network shrunk by 6.5% over the past 30 years, while motorways grew by over 60%. | **From line 17 to 20:**

and socially equitable mode of transport — remain underfunded and underdeveloped, leading to decreased quality and safety. ~~According to a 2023 Greenpeace report, Europe's rail network shrunk by 6.5% over the past 30 years, while motorways grew by over 60%.~~ <u>This does not only generate a vicious circle of reduced attractiveness for passengers, financial losses, lack of further investment and maintenance ending up in lines being shut down, but also an increase in incidents and major accidents, like the recent one in Tempi.</u> <u>According to a 2023 Greenpeace report, Europe's rail network shrunk by 6.5% (-15.650 km.) over the past 30 years, while motorways grew by over 60%.</u> | CAS accepted - language to be corrected! |
| 12 | AM-19-1 | EGP Committee | underdeveloped, leading to decreased quality and safety. According to a 2023 Greenpeace report, Europe's rail network shrunk by 6.5% over the past 30 years, while motorways grew by over 60%. | **From line 18 to 20:**

underdeveloped, leading to decreased quality and safety. According to a 2023 Greenpeace report, Europe's rail network shrunk by 6.5% ~~over the past 30 years, while motorways grew by over 60%.~~ <u>(-15.650 km.) over the past 30 years, while motorways grew by over 60%.</u> | see AM-18-2 |

13	AM-20-1	Federation of Young European Greens	while motorways grew by over 60%.The Greens call for a radical shift in European infrastructure policy, placing rail at the heart of European mobility and the green transition.	**From line 20 to 22:** Our societies were built on cheap fossil energy, ignoring its devastating costs. To achieve energy sobriety and sustainable mobility, Europe must rethink how we move and meet. The Greens call for a radical ~~shift in European~~ infrastructure ~~policy,~~shift placing rail at the heart of European mobility and the green transition.	CAS accepted
14	AM-21-1	Esquerra Verda	The Greens call for a radical shift in European infrastructure policy, placing rail at the heart of European mobility and the green transition.	**Insert from line 21 to 22:** The Greens call for a radical shift in European infrastructure policy, opposing the above mentioned projects, placing rail at the heart of European mobility and the green transition.	Come back to after discussion on mentioning individual projects
15	AM-26-1	EGP Committee	incompatible with climate goals. The mass use of cars, proliferation of flights, and the high cost of train journeys favour the wealthiest and exclude peripheral areas, exacerbating mobility poverty. At the same time, large destructive	**Insert from line 25 to 27:** incompatible with climate goals. The mass use of cars, proliferation of flights, and the high cost of train journeys favour the wealthiest and exclude peripheral and rural areas, exacerbating mobility poverty. At the same time, large destructive	CAS accepted

16	AM-28-1	EGP Committee	areas, exacerbating mobility poverty. At the same time, large destructive infrastructure projects are further increasing emissions, destroying habitats, and undermining the goal of climate neutrality by 2050, while jeopardising	**Insert from line 27 to 29:** areas, exacerbating mobility poverty. At the same time, large destructive infrastructure projects are further increasing emissions, destroying habitats, locking Europe into fossil fuel dependence and undermining the goal of climate neutrality by 2050, while jeopardising	CAS accepted as amended: ..., encouraging Europe's fossil fuel dependency and...
17	AM-30-1	Esquerra Verda	energy sovereignty, geopolitical autonomy, and security .	**Insert after line 30:** Tourism monocrop driven by cheap flights, the use of housing infrastructure for vacational rental, labor exploitation, and the organisation of macro-events with little real economic impact on local communities is nowadays an economic pillar especially, but not only, in Southern European countries, which exacerbates inequalities and increases the environmental footprint and resources consumption.	Further political discussion is needed - move to Lisbon, on whether the AM as amended is to be included in the resolution: Compromise wording found via email (ok for EV, MDG, ZLF, FYEG): Cheap flights have facilitated mass-tourism which has impacted access to housing, caused labour exploitation and increased the environmental impact on communities.

| 18 | AM-32-1 | Federation of Young European Greens | Increased aviation and road traffic produce high greenhouse gas emissions, as well as noise and air pollution, that harm public health. Despite this, subsidies are still flowing disproportionately toward aviation, with kerosene | **Insert from line 31 to 33:**

Increased aviation and road traffic produce high greenhouse gas emissions, as well as noise and air pollution, that harm public health. **Aviation's real climate impact far exceeds the often-cited 2% of global CO2 emissions, closer to three times higher when non-CO2 effects are included. With EU air traffic expected to grow by over 5% annually, unchecked aviation is increasingly projected to be a huge driver of the ecological catastrophe.** Despite this, subsidies are still flowing disproportionately toward aviation, with kerosene | CAS accepted |
| 19 | AM-32-2 | Esquerra Verda | Increased aviation and road traffic produce high greenhouse gas emissions, as well as noise and air pollution, that harm public health. Despite this, subsidies are still flowing disproportionately toward aviation, with kerosene | **Insert from line 31 to 33:**

Increased aviation and road traffic produce high greenhouse gas emissions, as well as noise and air pollution, that harm public health. It is illogical tha plane tickets are often cheaper than train fares. Despite this, subsidies are still flowing disproportionately toward aviation, with kerosene | CAS accepted as amended: It is regrettable that plane tickets are often... |

20	AM-34-1	EGP Committee	subsidies are still flowing disproportionately toward aviation, with kerosene still tax-free and touristification rising. Road traffic represents as much as 20% of Europe's total emissions, but governments insist on expanding motorways,	**Insert from line 33 to 35:** subsidies are still flowing disproportionately toward aviation, with kerosene still tax-free and touristification rising, while rail operators still need to pay track access charges. Road traffic represents as much as 20% of Europe's total emissions, but governments insist on expanding motorways,	CAS accepted
21	AM-35-1	EGP Committee	still tax-free and touristification rising. Road traffic represents as much as 20% of Europe's total emissions, but governments insist on expanding motorways, inducing further demand, while online shopping and last-mile logistics add even further pressure.	**From line 34 to 37:** still tax-free and touristification rising. Road traffic represents as much as 20% of Europe's total emissions, ~~but governments insist on expanding motorways, inducing further demand, while online shopping and last-mile logistics add even further pressure.~~ whereas rail is only 0,4% of the total transport emissions, but governments insist on expanding motorways, inducing further demand, while online shopping and last-mile logistics add even further pressure.	CAS accepted

| 22 | AM-37-1 | SF - Green Left | inducing further demand, while online shopping and last-mile logistics add even further pressure. | **Insert from line 36 to 37:**

inducing further demand, while online shopping and last-mile logistics add even further pressure.Road traffic will be electrified within a few decades – but in the mean time CO2 emissions will still contribute signignificantly to global warming. And in the long run, the environmental impact of congestion and noise, as well as road construction, will continue to grow – also with electric vehicles. | CAS accepted and shortened version agreed by SF and MDG

Whilst Road traffic will be electrified within a few decades, currently the CO2 emissions from cars as well as the environmental impacts of traffic congestion and noise will continue to grow. |
| 23 | AM-37-2 | Federation of Young European Greens | further pressure. | **Insert after line 37:**

Relying on offsets, alternative fuels, or other techno-fixes distracts from a simple truth: green flying doesn't exist. Aviation is inherently energy-intensive, and no fuel can make it energy-sober. In the crucial years ahead, we must reduce flying, not just rebrand it. | technological fixes instead of techno-fixes.
For discussion in Lisbon

Compromise wording to be developed: MDG, SF were fine with the formulation:
We are yet to make flying a sustainable form of travel. Relying on offsets, alternative fuels, or other technological fixes are currently not working to reduce emissions and achieve energy sobriety.
FYEG asked for discussion in Lisbon |

24	AM-40-1	Esquerra Verda	road and port expansion drives economic growth. Human- and nature centred means of transportation are overlooked and disregarded. The current model places disproportionate pressure on cities and fragile ecosystems, particularly in peripheral regions, where access to mobility, economic opportunities and social	**From line 39 to 42:** road and port expansion drives economic growth. Human- and nature centred means of transportation are overlooked and disregarded. Wetlands, forests, and coastal areas are particulary harmed, with irreversible consequences for local flora and fauna. The current model, including expansion of airports, ports, and motorways, places disproportionate pressure on cities and and directly contributes to habitat loss, fragmentation of fragile ecosystems, and biodiversity extermination, while jeopardising particularly in peripheral regions, where access to mobility, economic opportunities and social	CAS accepted - AMC will revise language
25	AM-43-1	SF - Green Left	peripheral regions, where access to mobility, economic opportunities and social services remains limited. Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege.	**Insert from line 42 to 44:** peripheral regions, where access to mobility, economic opportunities and social services remains limited. In many cities and townships lack of green, car- and emission free zones and of bike friendly roads and public transportation result in heavy congestion, noise and pollution. Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege.	CAS accepted as amended: the lack of public transportation and cycle lanes results in heavy congestion, noise and pollution.

26	AM-43-2	EGP Committee	peripheral regions, where access to mobility, economic opportunities and social services remains limited. Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege.	**From line 42 to 44:** peripheral regions, where access to mobility, economic opportunities and social services remains limited. ~~Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege.~~ <u>Rural and less connected territories are left behind, further maintaining inequalities. Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege.</u>	CAS accepted
27	AM-43-3	Bündnis 90/Die Grünen	peripheral regions, where access to mobility, economic opportunities and social services remains limited. Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege.	**Insert from line 42 to 44:** peripheral regions, where access to mobility, economic opportunities and social services remains limited. <u>As the Greens we want people to be able to get around easily and cheaply on sustainable public transport especially across borders. Mobility is crucial to everyone, every day. It connects people, communities, and businesses, while traveling to see friends and family or for leisure should be one of life's pleasures. We therefore welcome the European Commissions High-Speed Rail Action Plan for a faster connection of european cities and new cross-border links.</u> Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege.	CAS in favour of sentiment: shortenened compromise ok for Os Verdes, DE Greens and MDG Check language: urge the need, maybe "underline"? <u>Mobility is crucial to everyone, every day. It connects people, communities, and businesses. We welcome the European Commissions High-Speed Rail Action Plan for a faster connection of European cities and new cross-border links, but also urge the need to improve conventional trains network. Sustainability should not be an economic privilege but an essential part of life in Europe necessary to exercise fundamental rights.</u>

28	AM-44-1	Federati on of Young Europea n Greens	necessary to exercise other rights, not an economic privilege.	**Insert after line 44:** A just transition must recognise that aviation's impact is driven by a privileged few: 1% of people cause half of all emissions, while 80% have never flown. Yet those least responsible, often the poorest, will suffer most from climate breakdown.	CAS accepted
29	AM-44-2	PROGR ESĪVIE	services remains limited. Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege.	**Insert from line 43 to 44:** services remains limited. Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege. Rail transport generates more than €150 billion in added value annually for the European Union economy and plays a key role in achieving climate targets by reducing transport sector emissions by up to 75% compared to road transport.	CAS accepted
30	AM-44-3	EGP Committ ee	services remains limited. Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege.	**Insert from line 43 to 44:** services remains limited. Sustainable mobility should be seen as a meta-right, necessary to exercise other rights for every citizen and every community, not an economic privilege.	**Needs to be discussed with AM 27! (Overlooked by AMC)** Discuss via email, otherwise in person in Lisbon: Committee, MDG

31	AM-45-1	Bündnis 90/Die Grünen	If Europe continues this path, it will remain geopolitically fragile, economically inefficient and socially unequal. It will be impossible to achieve	**From line 45 to 46:** If Europe continues ~~this path~~the model of road and airport expansions, it will remain geopolitically fragile, economically inefficient and socially unequal. It will be impossible to achieve	CAS accepted
32	AM-48-1	EGP Committee	carbon neutrality by 2050, mitigate climate change and protect life on Earth. A fundamental shift toward sustainable transport centred on rail is essential to protect the planet, ensure energy independence, and guarantee fair mobility for	**Insert from line 47 to 49:** carbon neutrality by 2050, mitigate climate change and protect life on Earth. A fundamental shift toward sustainable, public, accessible and affordable transport centred on rail is essential to protect the planet, ensure energy independence, and guarantee fair mobility for	CAS accepted
33	AM-53-1	Groen	– A massive European investment plan in the rail network, including high-speed lines, cross-border connections, and the renaissance of night trains connecting European cities	**Insert from line 52 to 54:** – A massive European investment plan in the rail network, including high-speed lines, cross-border connections, **harmonisation and standardisation of infrastructure**, and the renaissance of night trains connecting European cities	CAS accepted

34	AM-53-2	Bündnis 90/Die Grünen	– A massive European investment plan in the rail network, including high-speed lines, cross-border connections, and the renaissance of night trains connecting European cities	**Insert from line 52 to 54:** – A massive European investment plan in the rail network, including high-speed lines with a guaranteed connection for all european cities with more than 100.000 inhabitants to a rail hub, cross-border connections, connections of rural areas and poorly connected regions and the renaissance of night trains connecting European cities	Shortend proposal by AMC, agreed by German Greens & MDG A massive European investment plan in the rail network, ensuring connections between European cities with more than 100.000 inhabitants to a rail hub, rural-urban and cross-border connections, and the renaissance of night trains connecting European cities.
35	AM-54-1	Die Grünen - Die Grüne Alternative	lines, cross-border connections, and the renaissance of night trains connecting European cities	**From line 53 to 54:** lines, cross-border connections, and the renaissance of night trains connecting European cities cities; this also entails a stop of defunding and discontinuing of existing night train connections such as between Vienna and Paris	CAS accepted
36	AM-54-2	PROGRESĪVIE	lines, cross-border connections, and the renaissance of night trains connecting European cities	**Insert from line 53 to 54:** lines, cross-border connections, and the renaissance of night trains connecting European cities - European transport policy should establish a comprehensive high-speed rail network linking EU capitals and major regional centres, providing a viable alternative to short-haul flights and significantly advancing sustainable mobility.	CAS accepted - Vihreät and MDG agreed on shorter version (PRO to feedback) European transport policy should establish a comprehensive high-speed rail network linking EU capitals and major regional centres.

37	AM-54-3	Green Party of England and Wales	European cities– Affordable train prices that make rail competitive with cars and planes	**Insert from line 54 to 55:** - European countries publish legally binding modal shift targets for passenger and rail freight, enabling the creation and delivery of long term plans and maximising the benefits for communities, industries and economies.	Moved to Lisbon
38	AM-55-1	SF - Green Left	– Affordable train prices that make rail competitive with cars and planes	**Insert in line 55:** – Affordable train prices that make rail competitive with cars and planes - Many more cities and townships should become cycling friendly, and public transportation should be made available as a competitive transportation means for many more citizens.	Compromise suggested by MDG (feedback SF pending): Authorities must invest in more cycle friendly infrastructure and public transport alternatives.
39	AM-56-1	Green Party of England and Wales	– An end to unfair aviation subsidies	**Insert in line 56:** – An end to unfair aviation subsidies, except for public service obligation flights, such as those to isolated regions and islands.	CAS accepted "Compromise AM reached between GPEW and Committee AM 39 and AM 40: An end to unfair aviation subsidies, including to private jets, with an exemption for public service obligation flights to isolated regions and islands."
40	AM-56-2	EGP Committee	– An end to unfair aviation subsidies	**Insert in line 56:** – An end to unfair aviation subsidies, including to private jets	falls with compromise of AM 39

41	AM-57-1	EGP Committee	– An end to fiscal exemptions for flight tickets, and the regulation of low-cost flights	**Insert from line 57 to 58:** – An end to fiscal exemptions for flight tickets, and kerosene, as well as the regulation of low-cost flights	CAS accepted
42	AM-58-1	Federation of Young European Greens	flights	**Insert after line 58:** -Align fiscal and subsidy policies with climate goals: reward low-emission transport by exempting trains from taxes and supporting cross-border and night services.	CAS accepted
43	AM-58-2	Ecolo	– An end to fiscal exemptions for flight tickets, and the regulation of low-cost flights	**Insert from line 57 to 58:** – An end to fiscal exemptions for flight tickets, and the regulation of low-cost flights -A European legislation putting an end to very short-haul flights (any flight shorter than 500km) connecting two cities that could be connected by land or train.	Compromise sent by email from Ecolo and Groen for AM 43 and AM 52 : A European legislation putting an end on short haul flights within the continent of up to 500 km by 2030, scaling up to 1000 km by 2050 wherever suitable rail or (collective) land alternatives would be already available, with the exception of emergency services. **To be discussed in person in Lisbon with AM 55 by FYEG**. Current state of play of negotiations - ok for FYEG, Ecolo and Groen: Putting an immediate end on short-haul flights where a rail alternative under 4 hours exists, extending to routes under 8 hours by 2030. Prohibiting all flights under 1500 kilometers within the EU by 2050, with the exception of islands and emergency services.
44	Demands lin AM-9-1	Partido Ecologista Os Verdes	– An immediate moratorium on airport and port expansions in Europe	**In line 59:** –- An immediate moratorium on airport and port expansions in Europe, including Barcelona, Valencia and Heathrow	see AM 5 et al discussion (move to background)

| 45 | AM-59-1 | PROGR ESĪVIE | | – An immediate moratorium on airport and port expansions in Europe | **In line 59:**

~~– An immediate moratorium on airport and port expansions in Europe~~
– Public funding saved from limiting the expansion of ports and airports should be redirected toward the modernisation of railway stations, multimodal transfer hubs, logistics centres, and improved regional accessibility. | Discuss in Lisbon: AM 45, AM 46, AM 47, 49 |

| 46 | AM-59-2 | Vihreät - De Gröna | – An immediate moratorium on airport and port expansions in Europe | **In line 59:**

– An immediate moratorium on airport expansions and for port expansions in Europe, unless necessary for purposes of ensuring secure transport connectivity to geographical locations where other modes of transport would have a larger negative impact on climate and environment. | Discuss in Lisbon: AM 45, AM 46, AM 47, 49 |
| 47 | AM-59-3 | Europa Verde - Verdi | – An immediate moratorium on airport and port expansions in Europe | **Insert in line 59:**

– An immediate moratorium on airport and port construction and expansions in Europe | Discuss in Lisbon: AM 45, AM 46, AM 47, 49 |

48	AM-59-4	Europa Verde - Verdi	– An immediate moratorium on airport and port expansions in Europe	**Insert in line 59:** – An immediate moratorium on airport and port expansions in Europe, including in Fiumicino	see compromise on AM 5 et al (background?)
49	AM-59-5	Bündnis 90/Die Grünen	– An immediate moratorium on airport and port expansions in Europe	**Delete in line 59:** – An immediate moratorium on airport and port expansions in Europe	Discuss in Lisbon: AM 45, AM 46, AM 47, 49
50	Demands lin AM-10-1	Partido Ecologis ta Os Verdes	– The immediate end to night flights	**In line 60:** – The immediate end toof the night flights especially in Lisbon	see compromise on AM 5 et al (background?)
51	AM-60-2	Groen	– The immediate end to night flights	**Delete in line 60:** – The immediate end to night flights	Discuss in Lisbon? (maybe revise to passenger night flights?)

52	AM-60-1	Groen	– The immediate end to night flights	**Insert in line 60:** – The immediate end to night flights **- A moratorium on flights within the European continent of 500 km or less by 2030, scaling up to 1000 km by 2050, when suitable rail alternatives would be already available**	see AM 43, 52 and AM 55
53	AM-61-1	EGP Committee	– Prioritisation of rail freight and local distribution hubs instead of endless last-mile delivery vans	**Insert from line 61 to 62:** – Prioritisation of rail freight and local distribution hubs, with electrified last-mile deliveries, including through e-cargo bikes, instead of endless last-mile delivery vans	Pre-CAS work: DE Greens and Committee
54	AM-61-2	Bündnis 90/Die Grünen	– Prioritisation of rail freight and local distribution hubs instead of endless last-mile delivery vans	**From line 61 to 62:** – PrioritisationDeveloping stronger tools for shifting goods from road to rail as well as prioritisation of rail freight and local distribution hubs instead of endless last-mile delivery vans	Pre-CAS work: DE Greens and Committee

55	AM-62-1	Federation of Young European Greens	last-mile delivery vans	**Insert after line 62:** -Ban short-haul flights where a rail alternative under 12 hours exists and prohibit private jets.	Compromise sent by email from Ecolo and Groen for AM 43 and AM 52 : A European legislation putting an end on short haul flights within the continent of up to 500 km by 2030, scaling up to 1000 km by 2050 wherever suitable rail or (collective) land alternatives would be already available, with the exception of emergency services. **To be discussed in person in Lisbon with AM 55 by FYEG.** Current state of play of negotiations - ok for FYEG, Ecolo and Groen: Putting an immediate end on short-haul flights where a rail alternative under 4 hours exists, extending to routes under 8 hours by 2030. Prohibiting all flights under 1500 kilometers within the EU by 2050, with the exception of islands and emergency services.
56	AM-63-1	Federation of Young European Greens	**The European Greens propose to:**	**Insert after line 63:** -Introduce a progressive frequent-flyer levy targeting excessive air travel without penalising occasional passengers.	
57	AM-64-1	EGP Committee	– Build a European rail system that guarantees affordable mobility, protects biodiversity, and reduces Europe's dependence on fossil fuels	**Insert from line 64 to 65:** – Build a modern European rail system that guarantees affordable mobility, protects biodiversity, and reduces Europe's dependence on fossil fuels	Compromise agreed between Committee and B90/Die Grünen on AMs 57, 58 and 59: Build a modern, fully electrified, and interoperable European rail system that guarantees a widespread access to affordable mobility in full safety, connects people across borders, protects biodiversity, and reduces Europe's dependence on fossil fuels

58	AM-64-2	EGP Committee	– Build a European rail system that guarantees affordable mobility, protects biodiversity, and reduces Europe's dependence on fossil fuels	**Insert from line 64 to 65:** – Build a European rail system that guarantees a widespread access to affordable mobility, protects biodiversity, and reduces Europe's dependence on fossil fuels	see AM 58
59	AM-64-3	Bündnis 90/Die Grünen	– Build a European rail system that guarantees affordable mobility, protects biodiversity, and reduces Europe's dependence on fossil fuels	**Insert from line 64 to 65:** – Build a European rail system that guarantees affordable mobility, connects people and train systems across borders, protects biodiversity, and reduces Europe's dependence on fossil fuels	see AM 59
60	AM-67-1	EGP Committee	– Learn from countries that have efficient and innovative public transport systems, like Luxembourg, Japan, South Korea and Switzerland	**Insert from line 66 to 67:** – Learn from countries that have efficient and innovative public transport systems and which pioneered the shift to rail, like Luxembourg, Japan, South Korea and Switzerland	

61	AM-68-1	Bündnis 90/Die Grünen	– Create a single, integrated train booking system for travel across all Europe, following the model of a single-ticket system currently used in European countries	**From line 68 to 70:** – Create a single, integrated train booking system for travel across all Europe, following the model of a single-ticket system currently used in European countries – Create a well-organised, up-to-date European schedule and an integrated, easy and accessible common European booking system for all trains and services including night trains or tickets for bike transport	
62	AM-70-1	Die Grünen - Die Grüne Alternative	following the model of a single-ticket system currently used in European countries	**Insert from line 69 to 70:** following the model of a single-ticket system currently used in European countries like the "Klimaticket" in Austria.	
63	AM-73-1	Green Party of England and Wales	bridges and tunnels, and ensure accessibility and sufficient space for people with disabilities and visual impairments	**Delete from line 72 to 73:** bridges and tunnels, and ensure accessibility and sufficient space for people with disabilities and visual impairments	
64	AM-74-1	Bündnis 90/Die Grünen	– Make rail the backbone of Europe's transport system, both for people and freight, replacing short-haul flights and reducing car dependency	**From line 74 to 75:** – MakeStrengthening the instruments for EU investment in public transport like CEF, Horizon Europe with a clear focus on green investments in the next MFF to make rail the backbone of Europe's transport system, both for people and freight, replacing short-haul flights and reducing car dependency	

65	AM-75-1	Die Grünen - Die Grüne Alternative	– Make rail the backbone of Europe's transport system, both for people and freight, replacing short-haul flights and reducing car dependency	**Insert from line 74 to 75:** – Make rail the backbone of Europe's transport system, both for people and freight, replacing short-haul flights and reducing car dependency - Consider rail industry as important pillar of European industry with the goal of a functional supply chain and competitiveness with regards to price and delivery time	
66	AM-75-2	Ecolo	– Make rail the backbone of Europe's transport system, both for people and freight, replacing short-haul flights and reducing car dependency	**Insert from line 74 to 75:** – Make rail the backbone of Europe's transport system, both for people and freight, replacing short-haul flights and reducing car dependency wherever alternatives can exist	

| 67 | In demands AM-27-1 | GroenLinks | - Create a EU-funded pool of rolling stock (including for night trains) available for leasing by undertakings | **Insert from line 77:**

- Create a EU-funded pool of rolling stock (including for night trains) available for leasing by undertakings

- Recognizing that Europe's Overseas Countries and Territories (OCTs) and Outermost Regions (ORs) face unique geographical constraints that make rail-based infrastructure infeasible, the European Greens call for a Mobility Justice Framework ensuring that sustainable mobility investments also support islands and overseas territories.

- We support the decarbonization of aviation and maritime transport serving OCTs, including EU investment in sustainable aviation fuels, electric and hybrid regional aircraft, green ferries, and zero-emission port infrastructure.

- We call for EU mobility policies and funding mechanisms that ensure OCTs are not disadvantaged by strategies centered on rail, and that support climate-resilient infrastructure adapted to hurricanes, rising sea levels, and geographical challenges. | |
| 68 | AM-76-1 | Green Party of England and Wales | - Create a EU-funded pool of rolling stock (including for night trains) available for leasing by undertakings | **Insert from line 76 to 77:**

- Create a EU-funded, publicly owned pool of rolling stock (including for night trains) available for leasing by undertakings | |

69	AM-77-1	Green Party of England and Wales	- Create a EU-funded pool of rolling stock (including for night trains) available for leasing by undertakings	**Insert from line 76 to 77:** - Create a EU-funded pool of rolling stock (including for night trains) available for leasing by undertakings - Reintroduce international rail connections to states isolated without regular and reliable passenger connections to neighbouring countries	
70	AM-77-2	Verdes Equo	- Create a EU-funded pool of rolling stock (including for night trains) available for leasing by undertakings	**Insert from line 76 to 77:** - Create a EU-funded pool of rolling stock (including for night trains) available for leasing by undertakings - Develop specific investment plans for the improvement and maintenance of existing (local and regional) railway lines, telecommunications, signaling, removal of level crossings, electrification, routes, stations, frequencies, trains, and train accessibility, to avoid leaving rural areas behind.	