

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

No	Lines	Tabled by	Original text	Proposed amendment	Explanation / comment
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 – <u>and may have to wait another 5-10 years before a new high speed line is established.</u>	The Madrid Lisbon line is scheduled to go in operation in 2030 as a high speed line
2	AM-7-6	PROGRESSIVE	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. <u>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.</u>	
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.	night trains are on the rise – with new lines opening frequently
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, <u>such as recently the lines Paris-Berlin or Paris-Vienna,</u> or left without improvements, reducing alternatives to short-haul flights.	

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	<p>From line 12 to 15:</p> <p>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</p>	
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	<p>Insert from line 12 to 14:</p> <p>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</p>	Adding a reference to Warsaw due to plans of building huge airport-hub (including cargo) near to the Warsaw: https://www.cpk.pl/en/cpk-programme
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	<p>Delete from line 12 to 15:</p> <p>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</p>	As a part of Belgium's Green family, we are not aware of any megaproject including motorways that are comparable to the port or airports extensions mentioned in the tabled text. We want to make sure that every mention is factually correct and pertinent, hence we are removing any country naming as we support the resolution initiative.
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	<p>Insert from line 13 to 15:</p> <p>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</p>	In Austria, we are having a big debate about the planned construction of a motorway directly beneath the Donauauen National Park.

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	In Austria, under Leonore as Minister of Transport, there has been and continues to be very high investment in the railways.
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%.	The network shrinks in terms of lines, but new highspeed lines increase capacity by far more. We should consider a more supportive approach – calling for acceleration of these projects. If we want to address the whirling network it should be accompanied by some statements regarding regional development (it is typically underutilized regional lines that are shut down).
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%. 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. 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%.	
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%. (-15.650 km.) over the past 30 years, while motorways grew by over 60%.	

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.	
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.	
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	
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	
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 vacation 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.	

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. <u>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.</u> Despite this, subsidies are still flowing disproportionately toward aviation, with kerosene	
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. <u>It is illogical tha plane tickets are often cheaper than train fares.</u> Despite this, subsidies are still flowing disproportionately toward aviation, with kerosene	
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. <u>while rail operators still need to pay track access charges.</u> Road traffic represents as much as 20% of Europe's total emissions, but governments insist on expanding motorways,	
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. <u>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.</u>	

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. <u>Road traffic will be electrified within a few decades – but in the mean time CO2 emissions will still contribute significantly to global warming. An in the long run, the environmental impact of congestion and noise, as well as road construction, will continue to grow – also with electric vehicles.</u>	WE need to show that we are aware of the rapid ongoing electrification, but still want to limit the growth of road traffic.
23	AM-37-2	Federation of Young European Greens	further pressure.	Insert after line 37: <u>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.</u>	
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. <u>Wetlands, forests, and coastal areas are particularly harmed, with irreversible consequences for local flora and fauna.</u> The current model, <u>including expansion of airports, ports, and motorways,</u> places disproportionate pressure on cities <u>and</u> <u>directly contributes to habitat loss, fragmentation of</u> fragile ecosystems, <u>and biodiversity extermination, while jeopardising</u> particularly in peripheral regions, where access to mobility, economic opportunities and social	
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. <u>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.</u> Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege.	Urban traffic is missing

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.	<p>From line 42 to 44:</p> <p>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. 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.</p>	
27	AM-43-3	Bündnis90/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.	<p>Insert from line 42 to 44:</p> <p>peripheral regions, where access to mobility, economic opportunities and social services remains limited. 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. Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege.</p>	
28	AM-44-1	Federation of Young European Greens	necessary to exercise other rights, not an economic privilege.	<p>Insert after line 44:</p> <p>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.</p>	
29	AM-44-2	PROGRESSIVE	services remains limited. Sustainable mobility should be seen as a meta-right, necessary to exercise other rights, not an economic privilege.	<p>Insert from line 43 to 44:</p> <p>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.</p>	

30	AM-44-3	EGP Committee	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.	
31	AM-45-1	Bündnis90/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	
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	
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	A much-mentioned challenge for intra-European rail connections are the difference of infrastructure in between countries (pantographs, rail gauge, electricity, etc.). We believe that this forms an essential part in creating new international connections and improving existing ones, and by large scaling up European rail infrastructure and improving service to passengers.
34	AM-53-2	Bündnis90/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	

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 <u>cities; this also entails a stop of defunding and discontinuing of existing night train connections such as between Vienna and Paris</u>	The night train connection between Vienna and Paris will close down; it has been established 2 years ago, but the French government decided to stop all support whereas there is unfair competition with other means of transportation (such as planes and streets).
36	AM-54-2	PROGRESIV IE	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 <u>- 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.</u>	
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: <u>- 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.</u>	Adds a commitment to publish legally binding targets to increase use of rail, both for passenger and freight.
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 <u>- 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.</u>	Urban transportation missing
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, <u>except for public service obligation flights, such as those to isolated regions and islands.</u>	Makes sure that we don't pull support for vital public service obligation flights where ferries or rail aren't suitable. These flights, such as to the Shetland Islands in Scotland, are required by law to serve isolated communities both for people and mail.
40	AM-56-2	EGP Committee	– An end to unfair aviation subsidies	Insert in line 56: – An end to unfair aviation subsidies, <u>including to private jets</u>	

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 <u>kerosene, as well as</u> the regulation of low-cost flights	
42	AM-58-1	Federation of Young European Greens	flights	Insert after line 58: <u>-Align fiscal and subsidy policies with climate goals: reward low-emission transport by exempting trains from taxes and supporting cross-border and night services.</u>	
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 <u>-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.</u>	The point is to prevent very short flights (shorter than 500km) to exist as proportionnaly short flights have a greater carbon footprint per km while solutions by trains, buses or highways can be found. Expectation can be made for flights connecting with islands or cities separated by sea as long as they do not have a train or car alternative (for example Channel tunnel or bridge connecting Copenhagen and Malmö).
44	Demands line 59 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, <u>including Barcelona, Valencia and Heathrow</u>	
45	AM-59-1	PROGRESÍV IE	– An immediate moratorium on airport and port expansions in Europe	In line 59: – An immediate moratorium on airport and port expansions in Europe – <u>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.</u>	

46	AM-59-2	Vihreät - De Gröna	– An immediate moratorium on airport and port expansions in Europe	<p>In line 59:</p> <p>– 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.</p>	<p>Currently around 90% of imports to Finland come via sea. A moratorium for ports would put us in a very challenging position, and possibly lead to more environmental and climate impact. Less deliveries by sea would most likely lead to more deliveries by air which would be an even worse option and go against our work of trying to move towards more sustainable transport.</p> <p>Expanding Finland's transport connectivity via land is a very challenging question. As you know, expanding transport by land through our Eastern neighbour, Russia, is not a feasible option right now or in the future for security reasons. Our other land borders are up North with Sweden and Norway. While an expanded railway connection to the North theoretically could happen, its consequences for the nature and biodiversity, as well as the rights and livelihoods of the Sami indigenous people would be significant. The nature and biodiversity up North are at a larger risk than in many other places as the average temperature is increasing at twice the space as the global average due to the climate crisis. This expansion to the North would also likely increase marine traffic to the ports in Northern Norway and therefore increase the traffic in the sensitive Arctic sea. This would go against the aims of our policies.</p> <p>I am providing this as a context why a complete moratorium would be a challenge for us and possibly lead to unintended harmful impact on nature in our Northern and geographically remote context. This is why we are proposing the following amendment which is not fully removing the point as we understand where you are coming from. We hope that this would give the flexibility to prevent such moratorium leading to larger environmental damage in one of the most sensitive and at-risk areas.</p>
47	AM-59-3	Europa Verde - Verdi	– An immediate moratorium on airport and port expansions in Europe	<p>Insert in line 59:</p> <p>– An immediate moratorium on airport and port construction and expansions in Europe</p>	
48	AM-59-4	Europa Verde - Verdi	– An immediate moratorium on airport and port expansions in Europe	<p>Insert in line 59:</p> <p>– An immediate moratorium on airport and port expansions in Europe, including in Fiumicino</p>	
49	AM-59-5	Bündnis90/Die Grünen	– An immediate moratorium on airport and port expansions in Europe	<p>Delete in line 59:</p> <p>– An immediate moratorium on airport and port expansions in Europe</p>	
50	Demands line 60 AM-10-1	Partido Ecologista Os Verdes	– The immediate end to night flights	<p>In line 60:</p> <p>– The immediate end toof the night flights especially in Lisbon</p>	

51	AM-60-2	Groen	<p>– The immediate end to night flights</p>	<p>Delete in line 60:</p> <p>– The immediate end to night flights</p>	<p>We believe that the resolution needs to be reconciled with the current economic and logistical realities of the day, especially the supply chains of our most essential industries (pharmaceuticals, production of industrial devices and parts, etc.) where such rapid, affordable and reliable means of transporting them by land (rail) are not yet available. While such alternatives to night deliveries by air are not yet available, we must not immediately take the available options away from our industries and continue to work with them towards more sustainable solutions which improve the health and quality of life of our people who live near airports.</p>
52	AM-60-1	Groen	<p>– The immediate end to night flights</p>	<p>Insert in line 60:</p> <p>– The immediate end to night flights</p> <p><u>- 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</u></p>	<p>Along with massive investment and improvement of our international railway infrastructure, we must also discourage short-distance flights within the European continent to increase train ridership.</p>
53	AM-61-1	EGP Committee	<p>– Prioritisation of rail freight and local distribution hubs instead of endless last-mile delivery vans</p>	<p>Insert from line 61 to 62:</p> <p>– Prioritisation of rail freight and local distribution hubs <u>with electrified last-mile deliveries, including through e-cargo bikes</u>, instead of endless last-mile delivery vans</p>	
54	AM-61-2	Bündnis90/Die Grünen	<p>– Prioritisation of rail freight and local distribution hubs instead of endless last-mile delivery vans</p>	<p>From line 61 to 62:</p> <p>– Prioritisation <u>Developing stronger tools for shifting goods from road to rail as well as prioritisation</u> of rail freight and local distribution hubs instead of endless last-mile delivery vans</p>	
55	AM-62-1	Federation of Young European Greens	<p>last-mile delivery vans</p>	<p>Insert after line 62:</p> <p><u>-Ban short-haul flights where a rail alternative under 12 hours exists and prohibit private jets.</u></p>	

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	
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	
59	AM-64-3	Bündnis90/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	
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	Bündnis90/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.	Owners of a Klimaticket get access to all types of public transport all across Austria, at a highly attractive flatrate price. In consequence, the number of users of public transport have been increasing substantially.
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	uses language that includes more than just visual impairments, so hearing impairments are included too.
64	AM-74-1	Bündnis90/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: – Make Strengthening 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	to make sure the rail European industry remains competitive, as discussed in the car industry where European manufacturers have lost competitive advantage in comparison with eg Chinese companies; a similar story is starting in the rail industry with the first Chinese railways distributed in Europe
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	It is of great importance to have policies and solutions that are the most inclusive possible. In Belgium, as well as many countries in Europe, people living in rural & remote areas have no other alternative than driving their car, making them highly dependent. For quite a while, the Greens has been wrongly pictured as an anti-automobile party, Ecolo is no exception. We then understand that we need to acknowledge everyone's situation, how we can help make their life better.

67	In demands after lii AM-27-1	GreenLinks	- Create a EU-funded pool of rolling stock (including for night trains) available for leasing by undertakings	<p>Insert from line 77:</p> <p>- Create a EU-funded pool of rolling stock (including for night trains) available for leasing by undertakings</p> <p><u>- 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.</u></p> <p><u>- 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.</u></p> <p><u>- 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.</u></p>	
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	<p>Insert from line 76 to 77:</p> <p>- Create a EU-funded, <u>publicly owned</u> pool of rolling stock (including for night trains) available for leasing by undertakings</p>	Adds support for publicly owned rolling stock, rather than being reliant on leased stock, especially as public finance is being invested, it should be owned by a public body.
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	<p>Insert from line 76 to 77:</p> <p>- Create a EU-funded pool of rolling stock (including for night trains) available for leasing by undertakings</p> <p><u>- Reintroduce international rail connections to states isolated without regular and reliable passenger connections to neighbouring countries</u></p>	Adds a commitment to reintroducing services to countries isolated from their neighbours.

70	AM-77-2	Verdes Equo	<p>- Create a EU-funded pool of rolling stock (including for night trains) available for leasing by undertakings</p>	<p>Insert from line 76 to 77:</p> <p>- Create a EU-funded pool of rolling stock (including for night trains) available for leasing by undertakings</p> <p><u>- 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.</u></p>	
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