European Parliament
2024-2029

Committee on Transport and Tourism

2026/0115(COD)

12.11.2026

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DRAFT REPORT

on the proposal for a Regulation of the European Parliament and of the Council on rail ticketing
(COM(2026)0232 – C10-0116/2026 – 2026/0115(COD))

Committee on Transport and Tourism

Rapporteur: Kai Tegethoff

Symbols for procedures

*	Consultation procedure
***	Consent procedure
***I	Ordinary legislative procedure (first reading)
***II	Ordinary legislative procedure (second reading)
***III	Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the ▌ symbol or strikeout. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.
By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a Regulation of the European Parliament and of the Council on rail ticketing

(COM(2026)0232 – C10-0116/2026 – 2026/0115(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

– having regard to the Commission proposal to Parliament and the Council (COM(2026)0232),

– having regard to Article 294(2) and Article 91(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C10-0116/2026),

– having regard to Article 294(3) of the Treaty on the Functioning of the European Union,

– having regard to the opinion of the European Economic and Social Committee of 23 September 2026[1],

– having regard to the opinion of the Committee of the Regions of [...][2],

– having regard to Rule 60 of its Rules of Procedure,

– having regard to the report of the Committee on Transport and Tourism (A10-0000/2026),

1. Adopts its position at first reading hereinafter set out;

2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;

3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

[1] [OJ C 0, 00.00.0000, p. 0./ Not yet published in the Official Journal.]
[2] [OJ C 0, 00.00.0000, p. 0./ Not yet published in the Official Journal.]

Amendment 1

Proposal for a regulation
Recital 4

Text proposed by the Commission	*Amendment*
(4) Railway undertakings may not have an interest in distributing the tickets for their products through online ticketing service providers that they do not control or where competitors are also present. That may deprive customers from the possibility of having access to a single ticket offering. Accordingly, online ticketing service providers should be able to sell and combine railway products offered by railway service providers and have the right to enter into commercial agreements with railway service providers for the ***display,*** re-linking, reselling and distribution of their rail products.	(4) Railway undertakings may not have an interest in distributing the tickets for their products through online ticketing service providers that they do not control or where competitors are also present. That may deprive customers from the possibility of having access to a single ticket offering. Accordingly, online ticketing service providers should be able to sell and combine railway products offered by railway service providers and have the right to enter into commercial agreements with railway service providers for the re-linking, reselling and distribution of their rail products.

Or. en

Amendment 2

Proposal for a regulation
Recital 4 a (new)

Text proposed by the Commission	*Amendment*
	(4a) A robust rail ticketing ecosystem that ensures seamless travel by train should contribute to fostering multimodality. Ensuring a smooth integration with other last-mile transport services is essential and can be even critical in urban or metropolitan areas, where local transport tickets valid for different modes often exist. Allowing for single rail ticketing to feed into these dynamics contributes to a greater uptake of rail services, particularly in commuting and sub-urban services. This Regulation aims generally at also enabling broader multi-modality and should not become a

hindrance for the consolidation of existing multi-modal transport services or the emergence of new ones, even for mid and long-distance travelling.

Or. en

Amendment 3

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission	*Amendment*
	(6a) The market for online ticketing services is evolving at a fast pace and independent online ticketing service providers may in the future reach a position where they are used by a large share of passengers. In such circumstances, those providers may become an important gateway for passengers seeking access to the full range of rail products and for railway undertakings seeking to reach passengers. Business-to-consumer multimodal digital mobility services having a significant market presence at national or Union level for rail products should therefore also be considered indispensable railway online ticketing service providers and be subject to the same obligations.

Or. en

Amendment 4

Proposal for a regulation
Recital 9

Text proposed by the Commission	*Amendment*
(9) In order to promote rail as an attractive alternative to less sustainable travel options, tickets for railway services should be made available by the railway	(9) In order to promote rail as an attractive alternative to less sustainable travel options, tickets for railway services should be made available by the railway

undertaking sufficiently in advance to allow passengers to plan journeys effectively and online ticketing and other railway service providers to be able to provide their services such as single tickets, particularly when coordinating connections across multiple operators. ***The [new*** Regulation ***on the use of infrastructure capacity]*** requires infrastructure managers to publish the working timetable 5.25 months ahead of the start of the timetable period. Accordingly, as soon as services have been allocated infrastructure capacity in the working timetable the related tickets should become available and railway undertakings and ticket service providers should be able to sell tickets for the related railway services at least five months in advance.	undertaking sufficiently in advance to allow passengers to plan journeys effectively and online ticketing and other railway service providers to be able to provide their services such as single tickets, particularly when coordinating connections across multiple operators. Regulation ***(EU) 2026/1184 of the European Parliament and of the Council***[3a] requires infrastructure managers to publish the working timetable 5.25 months ahead of the start of the timetable period. Accordingly, as soon as services have been allocated infrastructure capacity in the working timetable the related tickets should become available and railway undertakings and ticket service providers should be able to sell tickets for the related railway services at least five months in advance. ***In the event that timetables or railway services change after tickets have been sold, passengers should not bear the consequences of such changes. They should be duly informed, remain able to complete the journey covered by their ticket at no additional cost, as well as be offered the full reimbursement at their own choice.***
	[3a] Regulation (EU) 2026/1184 of the European Parliament and of the Council of 20 May 2026 on the use of railway infrastructure capacity in the single European railway area, amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010 (OJ L, 2026/1184, 10.6.2026, ELI: http://data.europa.eu/eli/reg/2026/1184/oj).
	Or. en

Amendment 5

Proposal for a regulation
Recital 10

Text proposed by the Commission	*Amendment*
(10) In order to provide customers with a full overview of available railway connections and ensure the same visibility to all service providers, the indispensable railway online ticketing service providers should, independently of receiving any request from railway service providers, display on their website the full railway transport offer across service providers, and include them in the result of searches conducted by customers. For that purpose, they should use the information available through the national access points established under Commission Delegated Regulation (EU) 2017/1926[4] and Directive 2010/40/EU of the European Parliament and of the Council[5], which constitute a single point of access for data users to the static, historic, observed and dynamic travel and traffic data of different transport modes, and are essential to supportfair competition and consumer choice.	(10) In order to provide customers with a full overview of available railway connections and ensure the same visibility to all service providers, the indispensable railway online ticketing service providers should, independently of receiving any request from railway service providers, display on their website the full railway transport offer across service providers, and include them in the result of searches conducted by customers. For that purpose, they should use the information available through the national access points established under Commission Delegated Regulation (EU) 2017/1926[4] and Directive 2010/40/EU of the European Parliament and of the Council[5], which constitute a single point of access for data users to the static, historic, observed and dynamic travel and traffic data of different transport modes, and are essential to supportfair competition and consumer choice. ***The completeness, accuracy and timely updating of the data made available through the national access points are therefore essential.***
[4] Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services (OJ L 272, 21.10.2017, p. 1, ELI: http://data.europa.eu/eli/reg_del/2017/1926/oj).	[4] Commission Delegated Regulation (EU) 2017/1926 of 31 May 2017 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services (OJ L 272, 21.10.2017, p. 1, ELI: http://data.europa.eu/eli/reg_del/2017/1926/oj).
[5] Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transports, OJ L 207, 6.8.2010, p. 1, ELI: http://data.europa.eu/eli/dir/2010/40/oj).	[5] Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transports, OJ L 207, 6.8.2010, p. 1, ELI: http://data.europa.eu/eli/dir/2010/40/oj).

Or. en

Amendment 6

Proposal for a regulation
Recital 11 a (new)

Text proposed by the Commission	*Amendment*
	(11a) The national enforcement bodies should cooperate at Union level through the network of regulatory bodies in order to promote a coherent application of this Regulation. With a view to ensuring a harmonised interpretation of the fair and non-discriminatory conditions, the network should develop and publish common principles and practices, which could be further updated drawing on the experience gained by national enforcement bodies in the application of this Regulation.

Or. en

Amendment 7

Proposal for a regulation
Recital 15

Text proposed by the Commission	*Amendment*
(15) To the extent railway services providers, online ticketing service providers and indispensable railway online ticketing service providers need to exchange personal data to provide ***display,*** re-linking, reselling or distribution of rail products, such exchange should be in line with Regulation (EU) 2016/679 of the European Parliament and of the Council[10]. Where those parties agree to implement specific cybersecurity measures as part of the contractual conditions, such measures should also ensure a level of security appropriate to the risk to personal data protection.	(15) To the extent railway services providers, online ticketing service providers and indispensable railway online ticketing service providers need to exchange personal data to provide re-linking, reselling or distribution of rail products, such exchange should be in line with Regulation (EU) 2016/679 of the European Parliament and of the Council[10]. Where those parties agree to implement specific cybersecurity measures as part of the contractual conditions, such measures should also ensure a level of security appropriate to the risk to personal data protection.

[10] Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1, ELI: http://data.europa.eu/eli/reg/2016/679/oj).

[10] Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1, ELI: http://data.europa.eu/eli/reg/2016/679/oj).

Or. en

Amendment 8

Proposal for a regulation
Recital 16 a (new)

Text proposed by the Commission	*Amendment*
	(16a) In light of the experience gained from the application of this Regulation, the Commission should assess whether its scope and obligations should be extended to air transport, waterborne transport, bus and coach transport, as well as urban and suburban transport, in order to foster multimodality and facilitate the booking of door-to-door journeys, including last-mile connections.

Or. en

Amendment 9

Proposal for a regulation
Article 1 – paragraph 1

Text proposed by the Commission	*Amendment*
This Regulation lays down the obligations of railway service providers and of certain online railway ticketing service providers regarding the provision of railway service's information and the conclusion of commercial agreements for the ***display,*** re-linking, resale or distribution of rail	This Regulation lays down the obligations of railway service providers and of certain online railway ticketing service providers regarding the provision of railway service's information and the conclusion of commercial agreements for the re-linking, resale or distribution of rail products.

products.

Or. en

Amendment 10

Proposal for a regulation
Article 2 – paragraph 4 – point c

Text proposed by the Commission	*Amendment*
(c) railway services on standalone networks intended only for the operation of urban or suburban railway services;	***deleted***

Or. en

Amendment 11

Proposal for a regulation
Article 2 – paragraph 4 – point d

Text proposed by the Commission	*Amendment*
(d) online search engines, as defined in Article ***2***, point ***(5)***, of Regulation (EU) ***2019/1150*** of the European Parliament and of the Council[40].	(d) online search engines, as defined in Article ***3***, point ***(j)***, of Regulation (EU) ***2022/2065*** of the European Parliament and of the Council[40] ***provided they do not participate in the re-linking, reselling or distributing of rail products***.

Or. en

Amendment 12

Proposal for a regulation
Article 2 – paragraph 4 – subparagraph 1 (new)

Text proposed by the Commission	*Amendment*
	This paragraph shall be without prejudice to the right of economic operators to conclude commercial agreements concerning the services referred to in

points (a) and (b).

Or. en

Amendment 13

Proposal for a regulation
Article 3 – paragraph 1 – point 8

Text proposed by the Commission	*Amendment*
(8) 'commercial agreement' means a written agreement between a railway service provider and an online ticketing service provider on the ***display,*** re-linking, resale or distribution of rail products;	(8) 'commercial agreement' means a written agreement between a railway service provider and an online ticketing service provider on the re-linking, resale or distribution of rail products;

Or. en

Amendment 14

Proposal for a regulation
Article 3 – paragraph 1 – point 14

Text proposed by the Commission	*Amendment*
(14) 'content' means all rail products, as well as associated discounts and functionalities, including real-time data, that relate to the railway passenger services of a railway service provider and that are displayed on the railway service provider's own online interface or on any other digital channel in agreement with the railway service provider;	(14) 'content' means all rail products***, with all their available seating***, as well as associated discounts and functionalities, including real-time data, that relate to the railway passenger services of a railway service provider and that are displayed on the railway service provider's own online interface or on any other digital channel in agreement with the railway service provider;

Or. en

Amendment 15

Proposal for a regulation
Article 4 – paragraph 1 – subparagraph 1

Text proposed by the Commission	*Amendment*
A railway service provider shall conclude a commercial agreement with a requesting online ticketing service provider for the purpose of providing content for the ***display,*** re-linking, resale or distribution of its rail products.	A railway service provider shall conclude a commercial agreement with a requesting online ticketing service provider for the purpose of providing ***the*** content for the re-linking, resale or distribution of its ***different*** rail products. ***The requesting online ticketing service provider shall specify whether the commercial agreement request concerns the re-linking, resale or distribution of rail products.***

Or. en

Amendment 16

Proposal for a regulation
Article 4 – paragraph 1 – subparagraph 2

Text proposed by the Commission	*Amendment*
The ***agreement*** referred to in the first subparagraph shall ***not*** cover tickets that allow their holders to travel on multiple transport modes***, provided that*** tickets for the relevant railway service are made available and can be purchased as a stand-alone rail product.	The ***obligation*** referred to in the first subparagraph shall cover tickets that allow their holders to travel on multiple transport modes ***within an urban centre or conurbation, or between such a centre or conurbation and surrounding areas, and which include an urban or suburban rail passenger service within the meaning of Article 3, point (13), of Regulation (EU) 2021/782, unless*** tickets for the relevant railway service are made available and can be purchased as a stand-alone rail product.

Or. en

Amendment 17

Proposal for a regulation
Article 4 – paragraph 1 – subparagraph 3

Text proposed by the Commission	*Amendment*
A railway service provider shall enter into negotiations for the conclusion of the	A railway service provider shall enter into negotiations for the conclusion of the

agreement referred to in the first subparagraph within ***two months*** of receiving the request of the online ticketing service provider. Unless otherwise agreed between the parties, the agreement shall be concluded within ***eight*** months from receiving the request.	agreement referred to in the first subparagraph within ***one month*** of receiving the request of the online ticketing service provider. Unless otherwise agreed between the parties, the agreement shall be concluded within ***six*** months from receiving the request.

Or. en

Amendment 18

Proposal for a regulation
Article 5 – paragraph 1

Text proposed by the Commission	*Amendment*
1. An online ticketing service provider shall be deemed an 'indispensable railway online ticketing service provider' if it is ***vertically integrated with a railway undertaking that is designated under Article 7 as having a significant market presence in any given Member State.***	1. An online ticketing service provider shall be deemed an 'indispensable railway online ticketing service provider' if it is***:***

Or. en

Amendment 19

Proposal for a regulation
Article 5 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
	(a) vertically integrated with a railway undertaking that is designated under Article 7 as having a significant market presence in any given Member State; or

Or. en

Amendment 20

Proposal for a regulation

Article 5 – paragraph 1 – point b

Text proposed by the Commission	*Amendment*
	(b) designated as a B2C Multimodal digital mobility services (MDMS) provider with significant market presence at national or Union level for rail transport pursuant to Article 4 of Regulation (EU) XX [RMB].

Or. en

Amendment 21

Proposal for a regulation
Article 5 – paragraph 2 – subparagraph 1

Text proposed by the Commission	*Amendment*
An indispensable railway online ticketing service provider shall conclude a commercial agreement with a requesting railway service provider for the purpose of ***displaying,*** re-linking, reselling or distributing the rail products of that provider for rail passenger services that are operated, or have their origin or destination, in the Member State in which the railway undertaking that is vertically integrated with the online ticketing service provider has significant railway market presence within the meaning of Article 7.	An indispensable railway online ticketing service provider shall conclude a commercial agreement with a requesting railway service provider for the purpose of re-linking, reselling or distributing the rail products of that provider for rail passenger services that are operated, or have their origin or destination, in the Member State in which the railway undertaking that is vertically integrated with the online ticketing service provider has significant railway market presence within the meaning of Article 7***, or in the Member State or Member States in which the B2C MDMS provider has been designated as having significant market presence at national level for rail transport, or, where it has been designated at Union level for rail transport, in the Member State or Member States in which it meets the threshold for significant market presence at national level for rail transport laid down in Annex I to Regulation (EU) XX [RMB]. The requesting railway service provider shall specify whether the commercial agreement request concerns the re-linking, resale or distribution of rail products.***

Or. en

Amendment 22

Proposal for a regulation
Article 5 – paragraph 2 – subparagraph 2

Text proposed by the Commission	*Amendment*
An indispensable railway online ticketing service provider shall enter into negotiations for the conclusion of the agreement referred to in the first subparagraph within ***two months*** of receiving the request of the railway service provider. Unless otherwise agreed between the parties, the agreement shall be concluded within ***eight*** months from receiving the request.	An indispensable railway online ticketing service provider shall enter into negotiations for the conclusion of the agreement referred to in the first subparagraph within ***one month*** of receiving the request of the railway service provider. Unless otherwise agreed between the parties, the agreement shall be concluded within ***six*** months from receiving the request.

Or. en

Amendment 23

Proposal for a regulation
Article 5 – paragraph 4

Text proposed by the Commission	*Amendment*
4. Independently of any request, and not later than [Publications Office, please insert the date 12 months of the entering into force of this Regulation], an indispensable railway online ticketing service shall display and include in relevant search results, all available railway services that are operated or have their origin or destination, in the Member State in which the railway undertaking that is vertically integrated with the online ticketing service provider has significant railway market presence within the meaning of Article 7 of this Regulation. The schedule of available services shall be provided on the basis of the information available through the national access points established by Delegated Regulation (EU)	4. Independently of any request, and not later than [Publications Office, please insert the date 12 months of the entering into force of this Regulation], an indispensable railway online ticketing service ***provider*** shall display and include in relevant search results, all available railway services that are operated or have their origin or destination, in the Member State in which the railway undertaking that is vertically integrated with the online ticketing service provider has significant railway market presence within the meaning of Article 7 of this Regulation ***or in the Member State(s) in which the B2C MDMS provider has been designated as having significant market presence at national level for rail transport, or, where***

2017/1926.

it has been designated at Union level for rail transport, in the Member State or Member States in which it meets the threshold for significant market presence at national level for rail transport laid down in Annex I to Regulation (EU) XX [RMB]. The schedule of available services shall be provided on the basis of the information available through the national access points established by Delegated Regulation (EU) 2017/1926.

Or. en

Amendment 24

Proposal for a regulation
Article 5 – paragraph 4 a (new)

Text proposed by the Commission	*Amendment*
	4a. An indispensable railway online ticketing service provider within the meaning of paragraph 1, point (a), shall not treat rail products offered by the railway undertaking with which it is vertically integrated more favourably than those offered by other railway service providers when re-linking, reselling or distributing rail products pursuant to paragraph 2. This paragraph is without prejudice to the application of Regulation (EU) XX [RMB].

Or. en

Amendment 25

Proposal for a regulation
Article 5 – paragraph 4 b (new)

Text proposed by the Commission	*Amendment*
	4b. An indispensable railway online ticketing service provider within the meaning of paragraph 1, point (a), shall

not favour rail services provided by the railway undertaking with which it is vertically integrated when displaying rail services pursuant to paragraph 4. This paragraph is without prejudice to the application of Regulation (EU) XX [RMB].

Or. en

Amendment 26

Proposal for a regulation
Article 6 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) not attach any unfair conditions to the commercial agreement or require the acceptance of any supplementary conditions that are not necessary for the ***display,*** re-linking, resale, or distribution of their rail products;	(a) not attach any unfair conditions to the commercial agreement or require the acceptance of any supplementary conditions that are not necessary for the re-linking, resale, or distribution of their rail products;

Or. en

Amendment 27

Proposal for a regulation
Article 6 – paragraph 2 – subparagraph 1 – introductory part

Text proposed by the Commission	*Amendment*
Railway service providers may require online ticketing service providers entering into commercial agreements pursuant to Article 4(1) to accept reasonable conditions, including the following:	Railway service providers may require online ticketing service providers entering into commercial agreements pursuant to Article 4(1) to accept reasonable ***and proportionate*** conditions, including the following:

Or. en

Amendment 28

Proposal for a regulation
Article 6 – paragraph 2 – subparagraph 2

Text proposed by the Commission	*Amendment*
Reasonable one-off costs incurred for the connection to the respective operational systems of the railway service provider shall be borne by the requesting online ticketing service.	Reasonable one-off costs incurred for the connection to the respective operational systems of the railway service provider shall be borne by the requesting online ticketing service ***provider***.

Or. en

Amendment 29

Proposal for a regulation
Article 6 – paragraph 3 – point a

Text proposed by the Commission	*Amendment*
(a) not attach any unfair conditions to the commercial agreement or require the acceptance of any supplementary conditions that are not necessary for the ***display,*** re-linking, reselling or distribution of rail products;	(a) not attach any unfair conditions to the commercial agreement or require the acceptance of any supplementary conditions that are not necessary for the re-linking, reselling or distribution of rail products;

Or. en

Amendment 30

Proposal for a regulation
Article 6 – paragraph 4 – introductory part

Text proposed by the Commission	*Amendment*
4. Indispensable railway online ticketing service providers may require railway service providers entering into commercial agreements pursuant to Article 5 to accept reasonable operational and technical conditions, including the following:	4. Indispensable railway online ticketing service providers may require railway service providers entering into commercial agreements pursuant to Article 5 to accept reasonable ***and proportionate*** operational and technical conditions, including the following:

Or. en

Amendment 31

Proposal for a regulation
Article 8 – paragraph 1

Text proposed by the Commission	*Amendment*
Railway service providers shall make tickets for a railway service available for sale at least five months before the operation of that railway service, provided it has been included in the working timetable as defined in Article 5, point (14) of ***[***Regulation ***on the use of rail infrastructure capacity]***. This requirement shall not limit the ability of the railway service provider to vary its fares or add new services to the working timetable over time. Tickets for added services shall be made available without delay after the inclusion in the working timetable.	Railway service providers shall make ***all*** tickets for a railway service available for sale at least five months before the operation of that railway service, provided it has been included in the working timetable as defined in Article 5, point (14) of Regulation ***(EU) 2026/1184***. This requirement shall not limit the ability of the railway service provider to vary its fares or add new services to the working timetable over time. Tickets for added services shall be made available without delay after the inclusion in the working timetable.

Or. en

Amendment 32

Proposal for a regulation
Article 8 – paragraph 1 a (new)

Text proposed by the Commission	*Amendment*
	In the event that timetables or railway services change after tickets have been sold, passengers shall be duly informed and shall be able to choose between completing the journey covered by their ticket at no additional cost or a full reimbursement of that ticket.

Or. en

Amendment 33

Proposal for a regulation
Article 10 – paragraph 1 a (new)

Text proposed by the Commission	*Amendment*
	1a. Member States shall ensure that national enforcement bodies are provided with sufficient financial, human, technical and administrative resources to fulfil the tasks referred to in paragraph 1.

Or. en

Amendment 34

Proposal for a regulation
Article 10 – paragraph 6 a (new)

Text proposed by the Commission	*Amendment*
	6a. By ... [six months after the date of application of the Regulation], the network of regulatory bodies referred to in paragraph 6 shall develop and publish common principles and practices for the harmonised interpretation of fair and non-discriminatory conditions referred to in Article 6. In doing so, they may seek assistance and cooperate with the Commission, where appropriate.

Or. en

Amendment 35

Proposal for a regulation
Article 11 – paragraph 5

Text proposed by the Commission	*Amendment*
5. The competent national enforcement body shall handle complaints within a reasonable time. Where the complaint concerns failure to conclude a commercial agreement referred to in Article 4(1) and Article 5(2) within ***eight*** months, the national enforcement body shall issue a decision within ***six*** months of receiving the complaint, setting out the	5. The competent national enforcement body shall handle complaints within a reasonable time. Where the complaint concerns failure to conclude a commercial agreement referred to in Article 4(1) and Article 5(2) within ***six*** months, the national enforcement body shall issue a decision within ***four*** months of receiving the complaint, setting out the

terms of the agreement to be concluded.

terms of the agreement to be concluded.

Or. en

Amendment 36

Proposal for a regulation
Article 11 – paragraph 5 a (new)

Text proposed by the Commission	*Amendment*
	5a. The conclusion of a commercial agreement as referred to in Article 4(1) and Article 5(2) shall not prevent any party to that agreement from lodging a complaint concerning an alleged breach of Article 6 under the terms of that agreement.

Or. en

Amendment 37

Proposal for a regulation
Article 12 – paragraph 1 a (new)

Text proposed by the Commission	*Amendment*
	1a. When laying down the rules on penalties pursuant to this article, Member States shall take into account the following elements:
	(a) nature, gravity, recurrence and duration of the infringement;
	(b) the intentional or negligent character of the infringement;
	(c) any previous or repeated infringements by the entity concerned;
	(d) any action taken by the entity concerned to mitigate or remedy the consequences of the infringement;
	(e) the financial benefits gained or losses avoided as a result of the infringement;

	(f) the size and economic capacity of the entity concerned.

Or. en

Amendment 38

Proposal for a regulation
Article 14 – paragraph 1

Text proposed by the Commission	*Amendment*
By ***[Publications Office: please insert the date 5*** years after the date of application of ***the*** Regulation], the Commission shall carry out an evaluation of this Regulation and submit a report to the European Parliament and the Council on its main findings related to its implementation.	By ***... [three*** years after the date of application of ***this*** Regulation], the Commission shall carry out an evaluation of this Regulation and submit a report to the European Parliament and the Council on its main findings related to its implementation.

Or. en

Amendment 39

Proposal for a regulation
Article 14 – paragraph 1 a (new)

Text proposed by the Commission	*Amendment*
	The report referred to in paragraph 1 shall be accompanied, where appropriate, by a legislative proposal to extend the scope of this Regulation and the obligations laid down therein to air transport, waterborne transport, and bus and coach transport, as well as urban and suburban transport .

Or. en

EXPLANATORY STATEMENT

Finding and booking a train should be straightforward, even when a journey crosses borders or involves several railway operators. Yet passengers still have to navigate multiple websites, compare incomplete offers and sometimes buy separate tickets. These barriers also affect railway undertakings wanting to reach more travelers and independent ticketing platforms that cannot offer the full range of rail products.

The rapporteur welcomes the Commission's proposal as an important step towards addressing these problems. The proposed amendments aim to further strengthen its ambition while ensuring that the obligations are effective, proportionate and enforceable.

First, access to rail products must lead to real booking possibilities. Simply displaying a service should not be sufficient to fulfil the sharing or hosting obligations. Requesting parties should therefore be able to choose between re-linking, resale and distribution, while the separate automatic display obligation is maintained.

Second, passengers should have access to a comprehensive rail offering, regardless of the platform they use. Indispensable ticketing platforms should host the products of other railway service providers and automatically display available rail services. As the ticketing market evolves, these obligations should also cover independent platforms with significant market presence, ensuring that passengers can benefit from a broad range of rail services on their preferred booking platform.

Third, effective enforcement will be essential to the success of the Regulation. National enforcement bodies must have sufficient resources to fulfil their responsibilities. Their cooperation and practical experience should also contribute to a common interpretation of fair and non-discriminatory conditions across the Union.

Finally, rail ticketing should contribute to more seamless multimodal journeys. While this Regulation focuses on rail, the longer-term ambition should be to facilitate the booking of door-to-door journeys across different transport modes, including last-mile connections. The rapporteur therefore proposes a review of the Regulation after three years, including an assessment of its possible extension to other modes of transport.

With these amendments, the rapporteur intends to make it easier for passengers to find, compare and book rail journeys on the platform of their choice, making rail a more attractive and accessible transport option.

ANNEX: DECLARATION OF INPUT

Pursuant to Article 8 of Annex I to the Rules of Procedure, the rapporteur declares that he included in his report input on matters pertaining to the subject of the file that he received, in the preparation of the draft report, from the following interest representatives falling within the scope of the Interinstitutional Agreement on a mandatory transparency register[1], or from the following representatives of public authorities of third countries, including their diplomatic missions and embassies:

1. Interest representatives falling within the scope of the Interinstitutional Agreement on a mandatory transparency register
Allrail
BEUC
Deutsche Bahn
SNCF
Autorité de Régulation des Transports (ART)
Bundesnetzagentur für Elektrizität, Gas, Telekommunikation, Post und Eisenbahnen
EU Travel Tech
CER
EPF
SNCB
Velvet
Transport & Environment
Trainline
Ferrovie dello Stato Italiane
2. Representatives of public authorities of third countries, including their diplomatic missions and embassies
None

The list above is drawn up under the exclusive responsibility of the rapporteur.

Where natural persons are identified in the list by their name, by their function or by both, the rapporteur declares that he has submitted to the natural persons concerned the European Parliament's Data Protection Notice No 484 (https://www.europarl.europa.eu/data-protect/index.do), which sets out the conditions applicable to the processing of their personal data and the rights linked to that processing.

[1] Interinstitutional Agreement of May 2021 between the European Parliament, the Council of the European Union and the European Commission on a mandatory transparency register (OJ L 207, 11.6.2021, p. 1, ELI:http://data.europa.eu/eli/agree_interinstit/2021/611/oj).