

Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Regulation 2020/0127(COD)	Awaiting Parliament's position in 1st reading
Measures for a sustainable rail market in view of the COVID-19 pandemic	
Subject 3.20.02 Rail transport: passengers and freight 3.20.10 Transport undertakings, transport industry employees 3.20.11 Trans-European transport networks 3.70.20 Sustainable development	
Legislative priorities The EU's response to the Covid-19 pandemic	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	TRAN Transport and Tourism		
Council of the European Union European Economic and Social Committee European Committee of the Regions			

Key events			
19/06/2020	Legislative proposal published	COM(2020)0260	Summary
08/07/2020	Committee referral announced in Parliament, 1st reading/single reading		
02/09/2020	Decision by committee, without report		

Forecasts	
17/09/2020	Vote in plenary scheduled

Technical information	
Procedure reference	2020/0127(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Legal basis	Rules of Procedure EP 163; Treaty on the Functioning of the EU TFEU 091
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Awaiting Parliament's position in 1st reading
Committee dossier	TRAN/9/03367

Documentation gateway					
Legislative proposal		COM(2020)0260	19/06/2020	EC	Summary
Economic and Social Committee: opinion, report		CES3018/2020	15/07/2020	ESC	

2020/0127(COD) - 19/06/2020 Legislative proposal

PURPOSE: to assist the railway sector deal with the emergency created by the COVID-19 pandemic.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: the COVID-19 pandemic brought about a significant drop in demand which in turn has led to a sharp drop in rail transport. Demand for both passenger and freight services for the whole of 2020 is expected to be well below 2019 levels.

The pandemic may lead to a large number of insolvencies and liquidity shortages within the railway sector. It affects all the supply chain and has effects on railway undertakings, shippers and logistic enterprises. Infrastructure managers and service facility operators will also suffer from its financial consequences.

The rail sector makes a vital contribution to the European economy as a whole and to employment, directly employing more than 1 million people, of whom around 600 000 are employed in railway undertakings and 440 000 in infrastructure managers (by the end of 2016). Rail transport is also a key element of the EU's strategy to improve the sustainability of the transport sector, ensure economic and social cohesion and connecting Europeans within and between Member States.

[Directive 2012/34/EU](#) establishing a Single European Railway Area does not allow Member States, in the context of the COVID-19 epidemic, to respond to the unpredictable effects on rail transport by adapting, in particular, the rules on charging and capacity allocation. Targeted derogations should therefore be allowed in order to mitigate the effects of the pandemic on rail transport and to preserve the integrity of the single European railway area.

CONTENT: the proposal for a Regulation is intended to complete the existing rail-related framework in order to allow national authorities and rail stakeholders to deal more easily with a number of negative consequences of the COVID-19 pandemic, and to respond to the urgent needs of the railway sector as long as those consequences persist.

These temporary emergency measures concern notably the waiver, reduction or deferral of track access charges for the use of rail infrastructure, as well as the waiver of reservation charges.

They cover a reference period from 1 March 2020 until 31 December 2020, in respect of which charges may be altered, by derogation from Article 27 of Directive 2012/34/EU whereby the network statement (displaying all applicable charges) shall be published no less than for months in advance for the deadline for requests for infrastructure capacity.

Income losses on the part of infrastructure managers as a result of the reductions envisaged in the proposed Regulation shall be reimbursed by Member States by 31 December of the year following the year in which the loss was incurred at the latest.

The Commission may, by means of delegated acts, extend the time period during which the measures envisaged by the proposed Regulation apply.