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From:	General Secretariat of the Council
To:	Working Party on Transport - Intermodal Questions and Networks
Subject:	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2021/782 as regards the protection of passengers with single tickets - Presidency Steering Note

Delegations will find attached the Presidency Steering Note on RPRR targeted revision.

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Targeted Revision to the Rail Passenger Rights Regulation (RPRR)Presidency Steering Note

Intermodal WP

15 October 2026

Introduction

Following discussions in the Intermodal Working Party on 24 September, the Presidency has identified a need to explore potential alternatives to the COM proposal that would maintain and enhance passenger protection on multi-leg, multi-operator journeys while also mitigating the potentially very significant financial liability on the individual railway undertakings involved.

To that end, the Presidency proposes to explore the adjustments below to the text and would welcome the views of delegations on this proposed way forward and indications of any further areas within the proposal that require further examination.

Following Member States' feedback, the Presidency intends to draft a substantively revised second compromise text for publication in November.

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Proposed way forward

The Presidency will look to draft a compromise text based on the following:

- Maintain all existing rights and provisions currently guaranteed for through-tickets.
- Introduce requirements for information sharing between ticket vendors and operators (and between operators) when a journey forms part of a single ticket. However, this would not include any provision allowing operators to reject being part of such a ticket as that would essentially make the single tickets voluntary. Such a voluntary provision is already provided for in multi-operator through-tickets.
- Maintain the requirement to reroute or reimburse passengers for the entire single ticket but limit the liability for compensation to only the journey of the operator whose delay caused a missed connection. In this case, the operator who caused the first delay remains liable to rerouting to the end destination or reimbursement of the entire cost of the single ticket, but the compensation would be limited to a percentage of the ticket cost (as outlined in Article 19) of that operator's part of the journey. The Presidency view is that this compromise maintains the protection for passengers across the whole journey while also avoiding disproportionate economic impacts on operators by limiting the compensation requirement.
- As the compensation is now limited to the existing provisions in Article 19(1) the requirement for a 12hr time-limit (or exemption for night-train services) is consequently also removed.

Q1: What are the views of delegations in moving forward on the basis of the above and are there any further elements of that should be amended.