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REPORT

From: General Secretariat of the Council

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Subject: ANNEX to the Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013

– General Approach

Delegations will find attached Annex V, VI and VII of the above proposal.

ANNEX V**SUSTAINABLE URBAN MOBILITY PLANNING GUIDELINES FOR URBAN NODES**

This annex sets out the guidelines for urban nodes for the development of Sustainable Urban Mobility Plans.

- 1) *Goals and objectives*: A Sustainable Urban Mobility Plan (SUMP) should have as central goal improving accessibility of the functional urban area and providing high-quality, safe and sustainable low-emission mobility to, through and within the functional urban area. It should notably support zero-emission mobility and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of zero-emission vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes.
- 2) *Long-term vision and short-term implementation plan*: A SUMP should include a – or be linked to an existing – long term strategy for the future development of transport infrastructure and multi-modal services. It should also include a delivery plan for the short-term implementation of the strategy. It should be embedded into an integrated approach for sustainable development of the urban area and linked to relevant land-use and spatial planning.
- 3) *Integration of the different modes of transport*: A SUMP should promote multimodal transport through the integration of the different modes and measures aimed at facilitating seamless and sustainable mobility. It should include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility, and, as appropriate, inland waterway and maritime transport. It should also include actions to promote zero-emission mobility, in particular with regard to the greening of the urban fleet, to reduce congestion and to improve road safety in particular of vulnerable road users.

- 4) *Effective functioning of TEN-T*: A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of zero-emission vehicles. It should in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T.
- 5) *Participatory approach*: The development and implementation of a SUMP should be based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities. Citizens as well as representatives of civil society and economic actors should also be involved.
- 6) *Monitoring and performance indicators*: A SUMP should include objectives, targets and indicators underpinning the current and future performance of the urban transport system. Its implementation should be monitored using performance indicators.

ANNEX VI

AMENDMENTS TO REGULATION (EU) 2021/1153

Part III of the Annex to Regulation (EU) 2021/1153 is amended as follows:

- (1) the title is replaced by the following:
‘CROSS-BORDER AND MISSING LINKS’;
- (2) point 1 is amended as follows:
 - (a) the title is replaced by the following:
‘Indicative lists of pre-identified cross-border missing links and missing links’;
 - (b) the first row with the title ‘Core network corridor “Atlantic”’ and the second row containing its alignment is deleted;
 - (c) the fifth row with the title ‘Core network corridor “Baltic – Adriatic”’ and the sixth row containing its alignment is deleted;
 - (d) the ninth row with the title ‘Core network corridor “Mediterranean”’ and the tenth row containing its alignment is deleted;
 - (e) the thirteenth row with the title ‘Core network corridor “North Sea – Baltic”’ and the fourteenth row containing its alignment is deleted;
 - (f) the seventeenth row with the title ‘Core network corridor “North Sea – Mediterranean”’ and the eighteenth row containing its alignment is deleted;
 - (g) the twenty-first row with the title ‘Core network corridor “Orient/East-Med”’ and the twenty-second row containing its alignment is deleted;
 - (h) the twenty-fifth row with the title ‘Core network corridor “Rhine – Alpine”’ and the twenty-sixth row containing its alignment is deleted;
 - (i) the thirtieth row with the title ‘Core network corridor “Rhine – Danube”’ and the thirty-first row containing its alignment is deleted;
 - (j) the thirty-fifth row with the title ‘Core network corridor “Scandinavian – Mediterranean”’ and the thirty-sixth row containing its alignment is deleted.

ANNEX VII

CORRELATION TABLE

| Regulation (EU) 1315/2013 | This Regulation |
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| Article 2 | Article 2 |
| Article 3 | Article 3 |
| Article 4 | Article 4 |
| Article 5 | Article 5(1) and (2) |
| Article 36 | Article 5(3) |
| Article 6 | Article 6 |
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| Article 8 | Article 9 |
| Article 9(1) | Article 10(1) |
| Article 38(1) | Article 10(2) |
| Article 41(1) | Article 10(3) |
| Article 9(2) and 38(3) | Article 10(4) |
| Article 44 | Article 11(1) Article 11(2) and (3) |
| Article 10 | Article 12 Article 13 |

| | |
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| Article 11 | Article 14 |
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| Article 39(2)(b) | Article 22 |
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