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From:	General Secretariat of the Council
To:	Delegations
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Subject:	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 - Revised four-column document on Chapters V and VI

In view of the Intermodal Transport Working Party on 15 September, delegations will find attached a further revised version of the four-column document containing Presidency compromise proposals in the last column on the articles of **Chapters V and VI** of the above proposal (excluding Article 65).

Changes to the Presidency compromise proposals are marked in bold-underline or in strikethrough and are based on the previous version of the compromises presented in ST 12519/23 INIT.

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 (Text with EEA relevance)

2021/0420(COD)

CHAPTER V					
667	CHAPTER V IMPLEMENTATION OF THE INSTRUMENTS OF EUROPEAN TRANSPORT CORRIDORS AND HORIZONTAL PRIORITIES			CHAPTER V IMPLEMENTATION OF THE INSTRUMENTS OF EUROPEAN TRANSPORT CORRIDORS AND HORIZONTAL PRIORITIES	
Article 50					
668	Article 50 The instrument of European Transport Corridors and horizontal priorities			Article 50 The instrument of European Transport Corridors and horizontal priorities	B
Article 50(1)					
669	1. European Transport Corridors are an instrument		1. European Transport Corridors are an instrument	1. European Transport Corridors are an instrument	B

	to facilitate the coordinated implementation of parts of the trans-European transport network and are intended, in particular, to improve cross-border links and to remove bottlenecks within the Union.		to facilitate the coordinated implementation of parts of the trans-European transport network <i>located on the core and extended core network</i> and are intended, in particular, to improve cross-border links and to remove bottlenecks within the Union, <i>and to improve connections with neighbouring countries</i> .	to facilitate the coordinated implementation of the parts of the core and extended core of the trans-European transport network and are intended, in particular, to improve cross-border links, to complete missing links and to remove bottlenecks within the Union.	Provisionally agreed compromise with the EP: 1. European Transport Corridors are an instrument to facilitate the coordinated implementation of the parts of the core and extended core of the trans-European transport network and are intended, in particular, to improve cross-border links, to complete missing links and to remove bottlenecks within the Union and, where appropriate, to improve connections with neighbouring countries <u>with trans-European transport network</u> .
Article 50(2)					
670	2. In order to lead to resource-efficient multimodal transport and to contribute to cohesion through improved territorial cooperation, the European Transport Corridors shall be focused on:			2. In order to lead to resource-efficient multimodal transport and to contribute to cohesion through improved territorial cooperation, the European Transport Corridors shall be focused on:	
Article 50(2), point (a)					
671					

	(a) modal integration with a particular view to strengthen the most environmentally friendly transport modes, notably rail, inland waterways and short-sea shipping;			(a) modal integration with a particular view to strengthen the most environmentally friendly transport modes, notably rail, inland waterways and short-sea shipping;	
Article 50(2), point (b)					
672	(b) interoperability;		(b) interoperability, <i>continuity and accessibility of the network</i> ;	(b) interoperability;	<p>B</p> <p>Provisionally agreed compromise with the EP:</p> <p>(b) interoperability and continuity of the network;</p>
Article 50(2), point (c)					
673	(c) a coordinated development of infrastructure, in particular in cross-border sections, notably in view of developing a fully interoperable rail freight system as well as a long-distance rail passenger network at high speed across the Union;		(c) a coordinated development of infrastructure, in particular in cross-border sections, notably in view of developing a fully interoperable rail freight system as well as a long-distance rail passenger network at high speed, <i>as well as a fully interoperable inland waterways transport system-across the Union</i> ;	(c) a coordinated development of infrastructure, in particular in cross-border sections, notably in view of developing a fully performant long-distance rail passenger network, including at high speed, across the Union;	<p>B</p> <p>Presidency compromise proposal provisionally agreed with the EP:</p> <p>(c) a coordinated development of infrastructure for all transport modes, in particular in cross-border sections, notably in view of developing an interoperable rail freight system as well as a performant long-</p>

					distance rail passenger network, including at high speed, across the Union, as well as in view of ensuring an efficient and sustainable integration of inland waterway and maritime infrastructure with other modes of transport;
Article 50(2), point (d)					
674	(d) supporting the coordinated and integrated development and deployment of innovative solutions for the digitalisation of transport.			(d) supporting the coordinated and integrated development and deployment of innovative solutions for the digitalisation and interoperability of transport-;	B EP accepts the Council GA.
Article 50(2), point (e)					
674a				(e) promoting the deployment of alternative fuels infrastructure.	B Identical AMs on lines 674a and 674b. Provisionally agreed.
Article 50(2), point (db)					
674b			<i>(da) promoting the deployment of alternative fuels infrastructure.</i>		B

					EP AM falls since identical with line 674a.
Article 50(3)					
675	3. European Transport Corridors shall enable Member States to achieve a coordinated and synchronised approach with regard to investment in infrastructure.		3. European Transport Corridors shall enable Member States and neighbouring countries to achieve a coordinated and synchronised approach with regard to investment in infrastructure.	3. European Transport Corridors shall enable Member States to achieve a coordinated and synchronised approach with regard to investment in infrastructure.	B Provisionally agreed compromise with the EP: Keep the GA on this line and insert a new article for the participation of neighbouring countries in the Corridors.
Article 50(4)					
676	4. The European Rail Traffic Management System (ERTMS) and the European Maritime Space are the horizontal priorities for the implementation of the trans-European transport network. They shall ensure the timely deployment of ERTMS on the entire network and the integration of maritime links into the trans-European transport network.		4. The European Rail Traffic Management System (ERTMS) and the European Maritime Space are the horizontal priorities for the implementation of the trans-European transport network. They shall ensure the timely deployment of ERTMS on the entire network and the integration of maritime and inland waterway links into the trans-European transport network.	4. The European Rail Traffic Management System (ERTMS) and the European Maritime Space are the two horizontal priorities for the implementation of the trans-European transport network. They The instruments set up in accordance with this Chapter shall ensure facilitate the timely deployment of ERTMS on the entire network and the integration of maritime	B EP accepts Council GA.

				linktransport infrastructure and services into the trans-European transport network.	
Article 51					
677	Article 51 Coordination of European Transport Corridors and horizontal priorities			Article 51 Coordination of European Transport Corridors and horizontal priorities	
Article 51(1)					
678	1. In order to facilitate the coordinated implementation of the European Transport Corridors, of ERTMS and of the European Maritime Space, the Commission shall, in agreement with the Member States concerned, and after consulting the European Parliament and the Council, designate one European Coordinator for each Corridor and for each horizontal priority.			1. In order to facilitate the coordinated implementation of the European Transport Corridors, of ERTMS and of the European Maritime Space, the Commission shall, in agreement with the Member States concerned, and after consulting the European Parliament and the Council, designate one European Coordinator for each Corridor and for each horizontal priority.	1. In order to facilitate the coordinated implementation of the European Transport Corridors, of ERTMS and of the European Maritime Space, the Commission shall, in agreement with the Member States concerned, and after consulting the European Parliament and the Council <u>and, where appropriate, the neighbouring countries which are part of the European Transport Corridors,</u> designate one European Coordinator for each Corridor and for each

				horizontal priority.
Article 51(2)				
679	2. The European Coordinator shall be chosen, in particular, on the basis of his/her knowledge of matters relating to transport and/or to the financing and/or the socio-economic and environmental evaluation of major projects, as well as his/her experience with Union policy making. The European Coordinator shall be selected for a mandate of maximum of four years, renewable. The remit of the European Coordinator shall relate to the implementation of a single corridor or horizontal priority.		2. The European Coordinator shall be chosen, in particular, on the basis of his/her knowledge of matters relating to transport and/or to the financing and/or the socio-economic and environmental evaluation of major projects, as well as his/her experience with Union policy making. The European Coordinator shall be selected for a mandate of maximum of four years, renewable. The remit of the European Coordinator shall relate to the implementation of a single corridor or horizontal priority.	
Article 51(3)				
680	3. The Commission decision designating the European Coordinator shall specify how the tasks referred to in paragraphs 5, 6 and 7 are to be		3. The Commission decision designating the European Coordinator shall specify how the tasks referred to in paragraphs 5, 6 and 7 are to be	

	performed.			performed.	
Article 51(4)					
681	4. The European Coordinator shall act in the name and on behalf of the Commission, which shall provide the necessary secretarial assistance.			4. The European Coordinator shall act in the name and on behalf of the Commission, which shall provide the necessary secretarial assistance.	
Article 51(5)					
682	5. The European Coordinators shall:			5. The European Coordinators shall:	
Article 51(5), point (a)					
683	(a) support the coordinated implementation of the European Transport Corridor or horizontal priority concerned;			(a) support the coordinated implementation of the European Transport Corridor or horizontal priority concerned;	
Article 51(5), point (b)					
684	(b) draw up a work plan together with the Member States concerned and monitor its implementation in accordance with Article		(b) draw up a work plan together with the Member States concerned, <i>with the involvement of the neighbouring countries</i>	(b) draw up a work plan together with the Member States concerned and monitor its implementation in accordance with Article	Provisionally agreed compromise with the EP: keep the GA and have a new article (art 54a) for the

	53;		<i>concerned</i> , and monitor its implementation in accordance with Article 53;	53;	participation of neighbouring countries in the Corridors (b) draw up a work plan together with the Member States concerned and, where relevant, <u>in consultation with neighbouring countries which are part of the European Transport Corridors</u> , and monitor its implementation in accordance with Article 53;
Article 51(5), point (c)					
685	(c) consult with the Corridor Forum or the consultative forum for the horizontal priorities respectively in relation to that work plan and its implementation and regularly inform the Forum on the implementation of the work plan;			(c) consult with the Corridor Forum or the consultative forum for the horizontal priorities respectively in relation to that work plan and its implementation and regularly inform the Forum on the implementation of the work plan;	
Article 51(5), point (d)					
686	(d) report to the Member States, to the Commission and, as appropriate, to all		(d) report, <i>in due time</i> , to the Member States, <i>and the neighbouring countries</i>	(d) report to the Member States, to the Commission and, as appropriate, to all	Provisionally agreed compromise proposal with the EP:

	other entities directly involved in the development of the European Transport Corridor or horizontal priority on any difficulties encountered and, in particular when the development of a corridor or horizontal priority is being impeded, with a view to helping to find appropriate solutions;		<i>concerned</i> , to the Commission, <i>to the Parliament</i> and, as appropriate, to all other entities directly involved in the development of the European Transport Corridor or horizontal priority on any difficulties encountered and, in particular when the development of a corridor or horizontal priority is being impeded, with a view to helping to find appropriate solutions;	other entities directly involved in the development of the European Transport Corridor or horizontal priority on any difficulties encountered and, in particular when the development of a corridor or horizontal priority is being impeded, with a view to helping to find appropriate solutions;	(d) report to the Member States, to the Commission, to the Parliament and, as appropriate, to other entities directly involved in the development of the European Transport Corridor or horizontal priority on any difficulties encountered and, in particular when the development of a corridor or horizontal priority is being impeded, with a view to helping to find appropriate solutions;
Article 51(5), point (e)					
687	(e) draw up an annual status report on the progress achieved in implementing the European Transport Corridors and horizontal priorities. This annual status report shall focus on the progress made on key priorities and investments, describe the nature of problems encountered in their implementation and propose solutions.		(e) draw up an annual status report on the progress achieved in implementing the European Transport Corridors and horizontal priorities. This annual status report shall <i>be presented to the Parliament, and shall</i> focus on the progress made on key priorities and investments, describe the nature of problems encountered in their implementation and	(e) draw up submit an annual status report to the European Parliament, the Council, the Commission and the Member States concerned on the progress achieved in implementing the European Transport Corridors and horizontal priorities. This annual status report shall focus on the progress made on key priorities and investments, describe the nature of problems encountered in	B Presidency compromise proposal: submit an annual status report to the European Parliament, the Council, the Commission and the Member States concerned on the progress achieved in implementing the European

			propose solutions.	their implementation and propose may suggest potential solutions.	Transport Corridors and horizontal priorities. This annual status report shall focus on the progress made on key priorities and investments, describe the nature of problems encountered in their implementation, and suggests potential solutions.
Article 51(6)					
688	6. The European Coordinators of the European Transport Corridors shall:			6. Without prejudice to the competences of the rail freight governance under Regulation (EU) 913/2010 and to the competence of the Member States with respect to management and financing of infrastructure, the European Coordinators of the European Transport Corridors shall:	<p>B Presidency compromise proposal:</p> <p>6. Without prejudice to the competences of the rail freight governance under Regulation (EU) 913/2010 and to the competence of the Member States with respect to management and financing of infrastructure, the European Coordinators of the European Transport Corridors shall <u>cooperate closely with the Member States concerned and the rail freight governance in order to:</u></p>

Article 51(6), point (a)					
689	(a) cooperate closely with the rail freight governance to identify and prioritise investment needs for rail freight on the rail freight lines of the European Transport Corridors;		(a) cooperate closely with the rail freight governance to identify and prioritise investment needs for rail freight on the rail freight lines of the European Transport Corridors <i>with the aim to develop a single integrated governance structure for the European Transport Corridors</i> ;	(a) cooperate closely with the rail freight governance and the Member States concerned to help to identify and prioritise priorities and investment needs for rail freight on the rail freight lines of the European Transport Corridors;	C Presidency compromise proposal: (a) cooperate closely with the rail freight governance and the Member States concerned to help identify priorities and investment needs for rail freight on the rail freight lines of the European Transport Corridors;
Article 51(6), point (aa)					
689a			<i>(aa) facilitate contacts between the designated authorities, as set in the Smart TEN-T Directive, in the context of the permit-granting procedures for projects that concern two or more Member States;</i>		B Presidency proposes to drop the EP AM here, and accept the reference to the Smart TEN-T Directive in article 52(6)
Article 51(6), point (ab)					
689b			<i>(ab) facilitate, where</i>		

			<i>relevant, contacts and coordination between maritime and inland waterways representatives in order to increase their synergies;</i>		B Presidency proposes to include a new paragraph 51(7a) to consider other actions beyond railway transport. EP AM is then considered in line 693a.
Article 51(6), point (b)					
690	(b) monitor administrative, operational and interoperability aspects of freight traffic on the rail freight lines of the European Transport Corridors, including monitoring the performance of rail freight services, in close cooperation with the rail freight governance.			(b) monitor administrative, operational and interoperability aspects of freight traffic on the performance of rail freight services, in close cooperation with the rail freight lines of the European Transport Corridors, including monitoring the performance of rail freight services, in close cooperation with the rail freight governance and, if appropriate, identify potential barriers, such as technical and operational ones, and make recommendations in this regard.	Presidency compromise proposal: (b) monitor the performance of rail freight services, in close cooperation with the rail freight governance and, identify potential barriers, such as technical, administrative and operational ones, <u>with a particular focus on the cross-border dimension,</u> and make recommendations in this regard, if appropriate and <u>where relevant.</u>
Article 51(7)					

691	7. The European Coordinators of the European Transport Corridors shall:			7. The European Coordinators of the European Transport Corridors shall:	Presidency compromise proposal: 7. The European Coordinators of the European Transport Corridors shall <u>cooperate closely with the Member States concerned and, where relevant, the correspondent rail infrastructure managers, in order to:</u>
Article 51(7), point (a)					
692	(a) identify and prioritise investment needs for the rail passenger lines of the European Transport Corridors;		(a) identify and prioritise investment needs for the rail passenger <i>and freight</i> lines of the European Transport Corridors;	(a) cooperate closely with the Member States concerned in order to help identify and prioritise priorities and investment needs for the rail passenger lines of the European Transport Corridors;	C Presidency compromise proposal: (a) cooperate closely with the Member States concerned in order to help identify priorities and investment needs for the rail passenger lines of the European Transport Corridors;
Article 51(7), point (b)					
693	(b) monitor administrative,		(b) monitor administrative,	(b) monitor administrative,	

	operational and interoperability aspects of passenger traffic on the rail passenger lines of the European Transport Corridors, including monitoring the performance of rail passenger services.		operational and interoperability aspects of passenger traffic on the rail passenger lines of the European Transport Corridors, including monitoring the <i>accessibility and performance of rail passenger services, identifying shortcoming and constraints with a particular focus on the cross-border dimension;</i>	operational and interoperability aspects of passenger traffic on the rail passenger lines of the European Transport Corridors, including monitoring the performance of rail passenger services. monitoring in close cooperation with infrastructure managers, monitor the performance of rail passenger services.	C Presidency compromise proposal (also aligned with line 690): (b) monitor the performance of rail passenger services, in close cooperation with infrastructure managers, and identify potential barriers, such as technical, administrative and operational ones, with a particular focus on the cross-border dimension, and make recommendations in this regard, if appropriate and where relevant.
Article 51(7), point (ba)					
693a			<i>(ba) identify investment needs for the inland waterways, as well as road sections of the European Transport Corridors;</i>		C EP drops AM in line 693a because it is already considered in art 53.
Article 51(7), point (bb)					
693b			<i>(bb) identify dual use</i>		C

			<i>mobility needs;</i>		Linked with article 47a. EP might possibly drop it taking into account that dual use mobility concerns classified information. If not, Presidency proposes to include it in compromise proposal in line 693d.
Article 51(7), point (bc)					
693c			<i>(bc) analyse the cross-border mobility needs in Union cross-border regions and encourage Member States on the sections concerned, in cooperation with the relevant regional and local authorities, to jointly establish cross-border mobility plans with targeted measures in order to increase cross border connections and the network connectivity index.</i>		C Pending discussion. If considered, Presidency proposes to include it in compromise proposal in line 693d.
Article 51(7a)					
693d					C

					<p>Presidency proposes to accept the EP AM in line 689b</p> <p><u>7a. The European Coordinators of the European Transport Corridors shall cooperate closely with the Member States concerned in order to facilitate, where relevant, contacts and coordination between maritime and inland waterways representatives in view of increasing their synergies;</u></p>
Article 51(8)					
694	<p>8. Pursuant Article 14(4) of Regulation (EU) No 2021/1153, the Commission shall request the opinion of the European Coordinator when examining applications for Union funding under the Connecting Europe Facility (CEF) for European Transport Corridors or horizontal priorities in the remit of the European Coordinator's mandate, in</p>		<p>8. Pursuant <i>to</i> Article 14(4) of Regulation (EU) No 2021/1153, the Commission shall request the opinion of the European Coordinator when examining applications for Union funding under the Connecting Europe Facility (CEF) for European Transport Corridors or horizontal priorities in the remit of the European Coordinator's mandate, in</p>	<p>8. Pursuant Article 14(4) of Regulation (EU) No 2021/1153, the Commission shall request the consultative opinion of the European Coordinator when examining applications for Union funding under the Connecting Europe Facility (CEF) for European Transport Corridors or horizontal priorities in the remit of the European</p>	<p>C</p> <p>EP accepts Presidency compromise proposal but insists on keeping reference to connectivity index if finally included in the regulation (between brackets):</p> <p>8. Pursuant to Article 14(4) of Regulation (EU) No 2021/1153, the</p>

	order to ensure the consistency and advancement of each corridor or horizontal priority. The European Coordinator shall verify whether projects proposed by the Member States for CEF co-funding are consistent with the priorities of the work plan.		order to ensure the consistency and advancement of each corridor or horizontal priority, <i>while taking into account the increase of network connectivity indexes</i> . The European Coordinator shall verify whether projects proposed by the Member States, <i>or by neighbouring countries where applicable</i> , for CEF co-funding are consistent with the priorities of the work plan.	Coordinator's mandate, in order to ensure the consistency and advancement of each corridor or horizontal priority. The European Coordinator shall verify whether projects proposed by the Member States for CEF co-funding are consistent with the priorities of the work plan.	Commission shall consult the European Coordinator when examining applications for Union funding under the Connecting Europe Facility (CEF) for European Transport Corridors or horizontal priorities in the remit of the European Coordinator's mandate, in order to ensure the consistency and advancement of each corridor or horizontal priority <u>[,while taking into account the increase of network connectivity]</u> . The European Coordinator shall verify whether projects proposed by the Member States, or by neighbouring countries, where applicable, for CEF co-funding are consistent with the priorities of the work plan.
Article 51(8), first subparagraph a					
694a			<i>When applications for Union funding under the European Structural and Investment Funds (ESIF) for European Transport</i>		C Linked to connectivity

			<p><i>Corridors or horizontal priorities in the remit of the European Coordinator's mandate are submitted, the relevant European Coordinator shall assess those applications against their consistency with and the advancement of each European transport corridor or horizontal priority, while taking into account the increase of network connectivity indexes. The European Coordinator shall forward their assessment to the Commission.</i></p>		index.
Article 51(9)					
695	<p>9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and in accordance with the requirements laid down in this Article, the Commission may at any time terminate that mandate and designate a new European Coordinator in accordance with the</p>		<p>9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and in accordance with the requirements laid down in this Article, the Commission, upon consultation with the Parliament, may at any time terminate that mandate and designate a new</p>	<p>9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and in accordance with the requirements laid down in this Article, the Commission may at any time, after consulting the Member States concerned terminate that mandate and designate a new European</p>	<p>C EP accepts Presidency compromise proposal:</p> <p>If the European Coordinator is unable to carry out his or her mandate satisfactorily and in accordance with the requirements laid down in</p>

	procedure set out in paragraph 1.		European Coordinator in accordance with the procedure set out in paragraph 1.	Coordinator in accordance with the procedure set out in paragraph 1.	this Article, the Commission may at any time, after consulting the Member States concerned terminate that mandate. The Commission shall inform the Parliament and the Council of its decision and designate a new European Coordinator in accordance with the procedure set out in paragraph 1.
Article 52					
696	Article 52 Governance of European Transport Corridors and horizontal priorities			Article 52 Governance of European Transport Corridors and horizontal priorities	
Article 52(1)					
697	1. For each European Transport Corridor and horizontal priority, the respective European Coordinator shall be assisted in the performance of his/her tasks concerning the work plan and its implementation by a secretariat and by a consultative forum, respectively the "Corridor			1. For each European Transport Corridor and horizontal priority, the respective European Coordinator shall be assisted in the performance of his/her tasks concerning the work plan and its implementation by a secretariat and by a consultative forum, respectively the "Corridor	A EP accepts the Council GA.

	Forum” and the “consultative Forum for the horizontal priorities”.			Forum" and the "consultative Forum for the horizontal priorities priority ".	
Article 52(2)					
698	2. The “Corridor Forum” shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European Transport Corridor and ensure representation of the rail freight governance.		2. The "Corridor Forum" shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European Transport Corridor and ensure representation of the rail freight governance, <i>maritime ports and inland waterways representatives, as well as, when appropriate, urban nodes, the relevant regional and local authorities, and the designated authorities as defined in the Smart TEN-T Directive. Neighbouring countries shall be consulted by the Commission on the membership of the Corridor Forum for their parts of the European</i>	2. The "Corridor Forum" shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European Transport Corridor and ensure representation of the rail freight governance.	B Presidency compromise proposal: 2. The "Corridor Forum" shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European Transport Corridor and ensure representation of the rail freight governance and facilitate representation of other relevant infrastructure managers, <u>such as maritime and inland port authorities and governance.</u>

			<i>Transport Corridor.</i>		
Article 52(3), first subparagraph					
699	3. With the agreement of the Member States concerned, the European Coordinator may set up and chair corridor working groups which focus on:		3. With the agreement of the Member States concerned, and after consulting the neighbouring countries concerned , the European Coordinator may set up and chair corridor working groups which focus on:	3. With the agreement of the Member States concerned, the European Coordinator may set up and chair corridor working groups which focus on:	B EP accepts the GA.
Article 52(3), first subparagraph, point (a)					
700	(a) interoperability and deployment of new digital technologies and infrastructure;			(a) interoperability and deployment of new digital technologies and infrastructure;	B
Article 52(3), first subparagraph, point (b)					
701	(b) the coordinated development and implementation of infrastructure projects in cross-border sections;			(b) the coordinated development and implementation of infrastructure projects in cross-border sections;	
Article 52(3), first subparagraph, point (c)					
702					

	(c) cross-border passenger rail services;			(c) cross-border passenger rail services;	
Article 52(3), first subparagraph, point (d)					
703	(d) operational bottlenecks;			(d) operational bottlenecks;	
Article 52(3), first subparagraph, point (e)					
704	(e) urban nodes;			(e) urban nodes;	
Article 52(3), first subparagraph, point (f)					
705	(f) cooperation with third countries;			(f) cooperation with third countries;	
Article 52(3), first subparagraph, point (g)					
706	(g) other ad-hoc working groups deemed necessary.			(g) other ad-hoc working groupst opics deemed necessary.	B EP provisionally accepts the Council GA.
Article 52(3), first subparagraph, point (ga)					
706a			<i>(ga) ensuring consistency between the national and European plans;</i>		C Linked to art 58.

Article 52(3), first subparagraph, point (gb)					
706b			<i>(gb) military mobility and dual-use infrastructure.</i>		C Linked to art 47a.
Article 52(3), second subparagraph					
707	When relevant, the European Coordinator shall cooperate and coordinate with the rail freight governance on the activities of the working groups to avoid any duplication of work.			When relevant, the European Coordinator shall cooperate and coordinate with the rail freight governance on the activities of the working groups to avoid any duplication of work.	
Article 52(3), second subparagraph a					
707a			<i>Representatives of the rail freight governance shall be invited to relevant forum of European Transport Corridors . Similarly, European Transport Corridors Coordinators shall be invited to attend relevant Executive meetings of the rail freight governance.</i>		C EP could consider moving second part of the AM to Art. 65.
Article 52(4)					

708	<p>4. The consultative Forum for the horizontal priorities shall be established and chaired by the European Coordinator. The Member States concerned and where appropriate representatives of the relevant sectors shall be able to participate. Member States shall designate a national coordinator for ERTMS to attend the consultative Forum for ERTMS. The European Coordinator may also set up ad-hoc working groups.</p>		<p>4. The consultative Forum for the horizontal priorities shall be established and chaired by the European Coordinator. The Member States concerned and where appropriate <i>the neighbouring countries concerned and</i> representatives of the relevant sectors, <i>including the designated authorities as defined in the Smart TEN-T Directive</i>, shall be able to participate. Member States shall designate a national coordinator for ERTMS to attend the consultative Forum for ERTMS. The European Coordinator may also set up ad-hoc working groups.</p>	<p>4. The consultative Forum for the horizontal priorities shall be established and chaired by the European Coordinator. The Member States concerned and, where appropriate and in agreement with Member States, representatives of the relevant sectors shall be able to participate. Member States shall designate a national coordinator for ERTMS representative to attend the consultative Forum for ERTMS. The European Coordinator may also set up ad-hoc working groups.</p>	<p>B Presidency compromise proposal (not acceptable to the EP):</p> <p>4. The consultative Forum for the horizontal priority shall be established and chaired by the European Coordinator. The Member States concerned and, where appropriate and in agreement with Member States, representatives of the neighbouring countries concerned and of the relevant sectors shall be able to participate. Each Member States shall designate one representative to attend the consultative Forum for ERTMS. The European Coordinator may also set up ad-hoc working groups.</p>
Article 52(5)					
709	<p>5. The Member States concerned shall cooperate</p>			<p>5. The Member States concerned shall cooperate</p>	<p>B</p>

	with the European Coordinator, participate in the Corridor Forum and the consultative forum for the horizontal priorities and give the European Coordinator the information required in order to perform the tasks laid down in this Article, including information on the development of corridors in the relevant national infrastructure plans.			with the European Coordinator, participate in the Corridor Forum and the consultative forum for the horizontal priorities priority and give the European Coordinator the information required in order to perform the tasks laid down in this Article, including information on the development of corridors in the relevant national infrastructure plans plans and programmes contributing to the development of the Trans-European Transport network.	EP provisionally accepts the Council GA.
Article 52(6)					
710	6. The European Coordinator may consult regional and local authorities, infrastructure managers, transport operators, in particular those which are members of the rail freight governance, the supply industry, transport users and representatives of civil society in relation to the		6. The European Coordinator may shall consult regional and local authorities, <i>the designated authorities as defined in the Smart TEN-T Directive, urban nodes,</i> infrastructure managers, transport operators, in particular those which are members of the rail including port	6. The European Coordinator may consult regional and local authorities, infrastructure managers, transport operators, in particular those which are members of the rail freight governance, the supply industry, transport users and representatives of civil society relevant	B Presidency compromise proposal: 6. The European Coordinator may consult regional and local authorities, infrastructure managers, transport

	work plan and its implementation. In addition, the European Coordinator responsible for ERTMS shall closely cooperate with the European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency.		<i>designated entities, rail, maritime and inland waterway operators</i> , freight governance, the supply industry, transport users, <i>accessibility experts</i> and representatives of civil society in relation to the work plan and its implementation. In addition, the European Coordinator responsible for ERTMS shall closely cooperate with the European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency.	stakeholders in relation to the work plan and its implementation. In addition, the European Coordinator responsible for ERTMS shall closely cooperate with the European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency.	operators, in particular those which are members of the rail freight governance, the supply industry, transport users and relevant stakeholders in relation to the work plan and its implementation. <u>Likewise, when it comes to the implementation of projects of common interest that fall within the scope of the Smart TEN-T Directive, the designated authorities as defined in that Directive may also be consulted.</u> In addition, the European Coordinator responsible for ERTMS shall closely cooperate with the European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency.
Article 52(6), second subparagraph					
710a			6a. To set up a future strong and centralised EU Level ERTMS governance		C

			<i>including governing funding, National Implementation Plans (NIP) planning, resourcing, market uptake, migration and transition, the European Coordinator for ERTMS, including national Infrastructure Managers and Railway Undertakings representatives, shall facilitate and promote such governance ensuring the timely and harmonised deployment;</i>		EP drops AM. In exchange, some elements could be included in a recital.
Article 52(6a)					
710b			<i>6a. The European Coordinator may cooperate with international organisations, for activities related to the European Transport Corridors which extend to neighbouring countries that are members of those international organisations.</i>		C EP drops AM on this line. It will be considered in a separate article (see lines as of 738i).
Article 53					
711	Article 53			Article 53	

	Work plan of the European Coordinator			Work plan of the European Coordinator	
Article 53(1)					
712	1. Each European Coordinator of the European Transport Corridors and the two horizontal priorities shall draw up, at the latest two years after the entry into force of this Regulation and thereafter every four years, a work plan that provides a detailed analysis of the state of implementation of the corridor or horizontal priority under his/her competence and its compliance with the requirements of this Regulation as well as the priorities for its future development.		1. Each European Coordinator of the European Transport Corridors and the two horizontal priorities shall draw up, at the latest two years after the entry into force of this Regulation and thereafter every four two years, a work plan that provides a detailed analysis of the state of implementation of the corridor or horizontal priority under his/her competence and its compliance with the requirements of this Regulation as well as the priorities for its future development.	1. Each European Coordinator of the European Transport Corridors and the two horizontal priorities shall draw up, at the latest two years after the entry into force of this Regulation and thereafter every four years, a work plan that provides a detailed analysis of the state of implementation of the corridor or horizontal priority under his/her competence and its compliance with the requirements of this Regulation as well as the priorities for its future development.	C
Article 53(2), first subparagraph					
713	2. The work plan shall be prepared in close cooperation with the Member States concerned		2. The work plan shall be prepared in close cooperation with the Member States concerned	2. The work plan shall be prepared in close cooperation with the Member States concerned	C Presidency compromise

	and in consultation of the Corridor Forum and rail freight governance, or consultative forum of the horizontal priorities. The work plan of the European Transport Corridors shall be approved by the Member States concerned. The Commission shall submit the work plan to the European Parliament and the Council for information.		and in consultation of the Corridor Forum and rail freight governance, or consultative forum of the horizontal priorities. The <i>European Coordinator shall also involve, where appropriate, the neighbouring countries concerned and relevant international organisations in the preparation of the work plan.</i> The work plan of the European Transport Corridors shall be approved by the Member States concerned. <i>The neighbouring countries concerned shall be consulted on the work plan of the European Transport Corridors.</i> The Commission shall submit the work plan to the European Parliament and the Council for information.	and in consultation of the Corridor Forum and rail freight governance, or consultative forum of the horizontal priorities priority. The work plan of the European Transport Corridors shall be approved by the Member States concerned. The Commission shall submit the work plan to the European Parliament and the Council for information.	proposal (EP amendment is considered in a separate article (see lines as of 738i)), potentially accepted by the EP: 2. The work plan shall be prepared in close cooperation with the Member States concerned and in consultation of the Corridor Forum and rail freight governance, or consultative forum of the horizontal priority. The work plan of the European Transport Corridors shall be approved by the Member States concerned <u>and, where relevant, the neighbouring countries that are part of the European Transport Corridors.</u> The Commission shall submit the work plan to the European Parliament and the Council for information.
Article 53(2), second subparagraph					
714	When drafting the work plan, the European			When drafting the work plan, the European	

	Coordinator shall take into account the implementation plan as referred to in Article 9 of Regulation (EU) 913/2010.			Coordinator shall take into account the implementation plan as referred to in Article 9 of Regulation (EU) 913/2010.	
Article 53(3), first subparagraph					
715	3. The work plan for the European Transport Corridor shall provide a detailed analysis of the state of implementation of the corridor concerned, which includes in particular:			3. The work plan for the European Transport Corridor shall provide a detailed analysis of the state of implementation of the corridor concerned, which includes in particular:	
Article 53(3), first subparagraph, point (a)					
716	(a) a description of the characteristics of the corridor;		<i>deleted</i>	(a) a description of the characteristics of the corridor, in particular the cross-border sections ;	B EP accepts the GA.
Article 53(3), first subparagraph, point (b)					
717	(b) an analysis of the state of compliance of the corridor with the transport infrastructure requirements of this Regulation and its related progress achieved;			(b) an analysis of the state of compliance of the corridor with the transport infrastructure requirements of this Regulation and its related progress achieved;	EP compromise proposal, dropping AM in line 733a: (b) an analysis of the state of compliance of the corridor with the transport infrastructure requirements

					of this Regulation and its related progress achieved, <u>including potential delays</u> ;
Article 53(3), first subparagraph, point (c)					
718	(c) an identification of the missing links and bottlenecks hampering the development of the corridor;		(c) an identification of the missing links and bottlenecks hampering the development of the corridor, <i>with particular attention to the cross-border sections</i> ;	(c) an identification of the missing links and bottlenecks, including the operational ones, hampering the development and implementation of the corridor, in particular in cross border sections ;	B EP accepts the GA.
Article 53(3), first subparagraph, point (ca)					
718a			<i>(ca) an analysis of the state of play of cross-border sections with a view of identifying challenges and proposing concrete measures to comply with the dates set out in this Regulation and the coherence of the financial programming of the Member States concerned to achieve this aim.</i>		B Presidency proposes to keep the GA.
Article 53(3), first subparagraph, point (d)					

719	(d) an analysis of the investments required, including the different financing and funding sources committed and/or envisaged for the implementation of the projects needed for the development and completion of the corridor;			(d) an analysis of the investments required, including the different financing and funding sources committed and/or envisaged for the implementation of the projects needed for the development and completion of the corridor, in particular the cross-border sections ;	B EP accepts the GA.
Article 53(3), first subparagraph, point (e)					
720	(e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines of the corridor;		(e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines of the corridor, <i>in order to meet the deadlines</i> ;	(e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines and links of the corridor;	B Presidency compromise proposal: (e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines and links of the corridor, <u>with the objective of meeting the deadlines</u> ;
Article 53(3), first subparagraph, point (f)					

721	(f) a plan with intermediate targets for the removal of physical, technical, digital, operational and administrative barriers between and within transport modes and for the enhancement of efficient multimodal transport with particular attention to cross-border sections and national missing links.		(f) a plan with intermediate targets for the removal of physical, technical, digital, operational and administrative barriers between and within transport modes and for the enhancement of efficient and accessible multimodal transport with particular attention to rail and its cross-border sections and national missing links-;	(f) a plan, that may contain-with intermediate targets non-binding milestones , for the removal of physical, technical, digital, operational and administrative barriers between and within transport modes and for the enhancement of efficient multimodal transport with particular attention to cross-border sections and national missing links.	B EP accepts Presidency compromise proposal: (f) a plan, that may contain intermediate indicative milestones, for the removal of physical, technical, digital, operational and administrative barriers between and within transport modes and for the enhancement of efficient and accessible multimodal transport with particular attention to rail and its cross-border sections and national missing links;
Article 53(3), second subparagraph					
721a				For the analysis of the investments and the preparation of the plan, the European Coordinator shall:	B EP accepts the GA.
Article 53(3), first subparagraph					
721b			<i>For the analysis of the</i>		

			<i>administrative barriers and the preparation of the plan, the European Coordinator shall take into account the recommendations of the European Court of Auditors, the works of the designated authorities as set in the Smart TEN-T Directive, as well as the recommendations of any relevant authorities.</i>		<p>B</p> <p>EP accepts Presidency compromise proposal (to consider EP's line 721b by rearranging it between lines 721a and 721b of the GA):</p> <p>Take into account the recommendations of the European Court of Auditors and the works of the designated authorities as set in the Smart TEN-T Directive.</p>
Article 53(3), second subparagraph, first indent					
722	For the analysis of the investments and the preparation of the plan with intermediate targets related to rail freight, the European Coordinator shall cooperate with the executive board and the management board of the corridor referred to in Article 11 of Regulation (EU) No 913/2010.			<p>For the analysis of the investments and the preparation of the plan with intermediate targets related to rail freight, the European Coordinator shall cooperate with the executive board and the management board of the corridor referred to in Article 11 of Regulation (EU) No 913/2010- for the aspects related to rail freight;</p>	<p>A</p> <p>Presidency proposes to keep the structure of the GA. Linked with the result of 721a and 721b.</p> <p>EP accepts the GA.</p>

Article 53(3), second subparagraph, second indent				
723	For the analysis of the investments and the preparation of the plan with intermediate targets related to multimodal freight terminals, the European Coordinator shall take into account the corridor relevant elements of the analysis, the action plans elaborated by the Member States pursuant to Article 35(4) and the list referred to in Article 19, point (b), of Regulation (EU) No 913/2010.			<p>For the analysis of the investments and the preparation of the plan with intermediate targets related to multimodal freight terminals, the European Coordinator shall take into account the corridor relevant elements of the analysis, the action plans elaborated by the Member States pursuant to Article 35(4) and the list referred to in Article 1918, point (b), of Regulation (EU) No 913/2010: for the aspects related to the multimodal freight terminals;</p> <p>A EP accepts the GA.</p>
Article 53(3), second subparagraph, third indent				
724	For the analysis of the investments and the preparation of the plan with intermediate targets related to passenger services, the European Coordinator shall take into account the results of the monitoring performed in accordance with article 51, paragraph 7, point (b).			<p>For the analysis of the investments and the preparation of the plan with intermediate targets related to passenger services, the European Coordinator shall - take into account the results of the monitoring performed in accordance with article 51,– paragraph</p> <p>A EP accepts the GA.</p>

				7, point (b)– for the aspect related to passenger services.	
Article 53(3), point (g)					
725	(g) the results of the performance monitoring of rail freight traffic undertaken by the rail freight governance in accordance with Article 19 of Regulation (EU) No 913/2010 and the list of corridor objectives, targets and measures defined in accordance to Article 9(1) of Regulation (EU) No 913/2010, as means to reach the operational requirements of Article 18 of this Regulation;			(g) the results of the performance monitoring of rail freight traffic undertaken by the rail freight governance in accordance with Article 19 19(2) of Regulation (EU) No 913/2010 and the list of corridor objectives, targets and measures defined in accordance to Article 9(1) of Regulation (EU) No 913/2010, as means to reach the operational requirements of Article 18 of this Regulation;	A EP accepts the GA.
Article 53(3), point (h)					
726	(h) an identification of measures in urban nodes which are relevant for the effective functioning of the corridor and achievement of the objectives of the trans-European transport network;			(h) an identification of measures in urban nodes, in cooperation with the Member States concerned and which are relevant for local authorities, which can contribute to the effective functioning of the	B EP accepts the GA. However, when dealing with urban nodes in chapter III, if a national contact point is finally

				freight and passenger transport on the corridor and the achievement of the objectives of the trans-European transport network, while being consistent with relevant SUMPs.	considered, it should be included here.
Article 53(3), point (i)					
727	(i) an identification of priorities for the development of the corridor;			(i) an identification, established with the Member States concerned , of priorities for the development of the corridor;	<p>B</p> <p>Presidency compromise proposal:</p> <p>(i) an identification, established with the Member States concerned <u>in cooperation with the Member States concerned</u>, of priorities for the development of the corridor;</p>
Article 53(3), point (j)					
728	(j) an analysis of the possible impacts of climate change on the infrastructure and, where appropriate,			(j) an analysis of the possible impacts of climate change on the infrastructure and, where appropriate,	

	proposed measures to enhance resilience to climate change;			proposed measures to enhance resilience to climate change;	
Article 53(3), point (k)					
729	(k) measures to be taken in order to mitigate greenhouse gas emissions, noise and, as appropriate, other negative environmental impacts.			(k) measures to be taken in order to mitigate greenhouse gas emissions, noise and, as appropriate, other negative environmental impacts externalities .	B EP provisionally accepts the Council GA.
Article 53(4)					
730	4. The European Coordinator shall support Member States in implementing the work plan, in particular as regards:		4. The European Coordinator shall support Member States <i>and, where appropriate, neighbouring countries</i> in implementing the work plan, in particular as regards:	4. The European Coordinator shall support Member States in implementing the work plan, in particular as regards:	B Provisionally agreed compromise with the EP: 4. The European Coordinator shall support Member States and, where appropriate and relevant, neighbouring countries in implementing the work plan, in particular as regards: However, to facilitate the agreement on the

					<p>following lines (from 731 to 732), EP counterproposal would be:</p> <p>4. The European Coordinator shall offer support to the Member States and, where appropriate and relevant, neighbouring countries in implementing the work plan, in particular as regards:</p>
Article 53(4), point (a)					
731	(a) the priority setting in national planning, through the identification of implementation problems and bottlenecks, including operational issues, on each corridor or for each horizontal priority;		(a) the priority setting in national planning, through the identification of implementation problems and bottlenecks, including operational and administrative issues, on each corridor or for each horizontal priority;	(a) at the request of the Member States concerned , the priority setting in national planning, through the identification of helping to identify implementation problems and bottlenecks, including operational issues, on each corridor or for each horizontal priority;	<p>C</p> <p>EP counterproposal (linked to the EP counterproposal in 730):</p> <p>(a) at the request of the Member States concerned, the priority setting in national planning, by helping to identify implementation problems and bottlenecks, including operational issues, on each corridor or for each horizontal priority;</p>

Article 53(4), point (b)					
732	(b) the project and investment planning, the related costs and implementation timeline estimated to implement the European Transport Corridors or horizontal priority;			(b) at the request of the Member States concerned, the project and investment planning, the related costs and implementation timeline estimated to implement the European Transport Corridors or horizontal priority;	<p>C</p> <p>EP counterproposal (linked to the EP counterproposal in 730):</p> <p>(b) at the request of the Member States concerned, the project and investment planning, the related costs and implementation timeline estimated to implement the European Transport Corridors or horizontal priority;</p>
Article 53(4), point (c)					
733	(c) the establishment of a single entity for the construction and management of cross-border infrastructure projects.			(c) the establishment work in the supervisory body or a similar steering body of a single entity, where relevant, for the coordination, construction and/or management of cross-border infrastructure projects, in accordance with the provisions set out	<p>C</p> <p>EP could potentially accept the Council GA here if the counterproposal in lines 730 to 732 is accepted.</p>

				in Article 8(5).	
Article 53(4), point (ca)					
733a			<i>(ca) monitoring project progress trends, and signalling early to the Commission potential significant delays;</i>		C EP proposes to consider this paragraph in line 717.
Article 54					
734	Article 54 Implementing acts			Article 54 Implementing acts	
Article 54(1)					
735	1. Based on the first work plan of the European Coordinators, the Commission shall adopt an implementing act for each work plan of the European Transport Corridors and the two horizontal priorities. This implementing act shall set out the priorities for infrastructure and investment planning and for funding.		1. Based on the first work plan of the European Coordinators, the Commission shall adopt an implementing act for each work plan of the European Transport Corridors and the two horizontal priorities. This implementing act shall set out the priorities for infrastructure and investment planning and for <i>funding</i> timing in accordance with Article 6(1).	1. Based on the first work plan of the European Coordinators, the Commission shall adopt an implementing act for each work plan of the European Transport Corridors and the two horizontal priorities. This implementing act shall set out the priorities for infrastructure and investment planning and for funding.	C

Article 54(2)					
736	<p>2. The Commission may adopt implementing acts for the implementation of specific sections of the European Transport Corridor, in particular for the implementation of complex cross-border sections or of specific transport infrastructure requirements of the European Transport Corridor or of the horizontal priorities.</p>			<p>2. Without prejudice to Article 8(4a), and subject to the approval of the Member States concerned in accordance with Article 172 TFEU, the Commission may adopt implementing acts for the implementation of specificcross-border sections of the European Transport Corridor, in particularCorridors, or for the implementation of the horizontal priorities. Upon request of the Member State(s) concerned, the Commission may also adopt implementing acts for the implementation of complex cross-border other specific sections or of specific of the European Transport Corridors in the Member States concerned in order to ensure a coherent priority setting of that infrastructure requirements of the European Transport Corridor or of the horizontal</p>	C

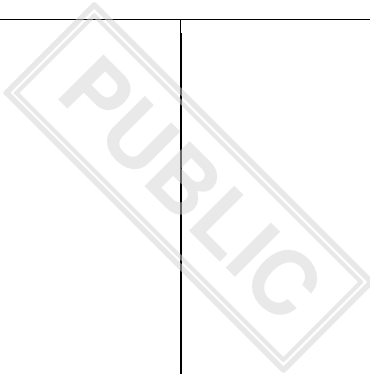
				<p>priorities and investment planning by setting indicative milestones for the implementation of respective major missing links and for the removal of bottlenecks.</p> <p>Implementing acts shall be elaborated in close collaboration with the Member States concerned and updated every four years or upon the request of Member States.</p>	
Article 54(3)					
737	<p>3. The implementing acts referred to in paragraphs 1 and 2 shall be adopted in accordance with the examination procedure referred to in Article 59(3). The Commission shall amend the implementing acts in accordance with the same procedure every time the work plan is revised by the European Coordinator, or to take into account the progress made, delays encountered or updated national programmes.</p>			<p>3. The implementing acts referred to in paragraphs 1 and 2 shall be adopted in accordance with the examination procedure referred to in Article 59(3). The Commission shall amend the implementing acts in accordance with the same procedure every time the work plan is revised by the European Coordinator, or to take into account the progress made, delays encountered or updated national programmes.</p>	C

Article 54(4)					
738	4. Until full implementation of the measures provided for in the implementing act, the Member States concerned shall communicate to the Commission an annual report on the progress achieved, indicating in particular the financial commitments made in the national budget plan.			4. Until full implementation of the measures provided for in the implementing act and unless provided otherwise in the implementing act , the Member States concerned shall communicate every two years to the Commission an annual report on the progress achieved, indicating in particular the financial commitments made in the national budget plan. The report may refer to the information gathered in accordance with Article 55.	C
Article 54(4a)					
738a			<i>4a. Based on the annual work plan of the European Coordinators, the Commission shall submit an annual implementation report to the European Parliament and national Parliaments detailing what measures it took in order to guarantee the completion</i>		C

			<i>of the network as laid out in this Regulation.</i>		
Article 54(4b)					
738b			<i>The annual implementation report shall comprise a country by country reporting for each Transport Corridor and shall:</i>		C
Article 54(4c)					
738c			<i>(a) include a forecast which projects, technical and operational standards, on each Transport Corridor are in danger of missing the deadlines as set out in this Regulation;</i>		C
Article 54(4d)					
738d			<i>(b) include an analysis of the investments required in the long-term maintenance plans, as set out in Article 48, on each Transport Corridor, as well as any identified shortcoming in maintenance or the</i>		C

			<i>financing resources required;</i>		
Article 54(4e)					
738e			<i>(c) include an explanation why the Commission did not start infringement procedures related to projects identified in point (a);</i>		C
Article 54(4f)					
738f			<i>(d) inform about ongoing infringement procedures;</i>		C
Article 54(4g)					
738g			<i>(e) inform about derogations from operational and technical standards;</i>		C
Article 54(4h)					
738h			<i>(f) include an assessment about the impact of granted derogations from technical and operational standards and deadlines as defined in</i>		C

			<i>this Regulation on neighbouring countries.</i>		
Article 54(4i)					
738i			<i>Article 54a High-level agreements with neighbouring countries</i>		<p>C - linked to Council AM in line 755</p> <p>PCY compromise proposal for new article:</p> <p>Article 54a Cooperation with neighbouring countries involved in the European Transport Corridors</p> <p>1. The European Coordinator of a European Transport Corridor or of a horizontal priority that extends to specific neighbouring countries shall cooperate with and involve these countries in the relevant corridor activities, such as the Corridor Forum or working groups as established in line with Article 52(2) and (3).</p>



					<p>2. Where relevant, the Commission shall consult these neighbouring countries on the membership of the forums established in Article 52 (1) and (2).</p> <p>3. When drawing up the work plan of a European Transport Corridor or of a horizontal priority that extends to specific neighbouring countries, the European Coordinator shall involve and consult them, and monitor its implementation in these countries in accordance with Article 53(3). The European Coordinator shall also report to the neighbouring countries concerned on any difficulties encountered and, in particular, when the development of a corridor or horizontal priority is being impeded, with a view to helping to find appropriate solutions.</p>
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					4. The Union may conclude high-level agreements with the neighbouring countries concerned in order to achieve a coordinated and synchronised approach regarding the infrastructure of the corridors and horizontal priorities.
Article 54(4j)					
738j			<i>1. Based on the first work plan of the European Coordinators, high-level agreements may be concluded between the Union and the neighbouring countries concerned for each work plan of the European Transport Corridors and for the two horizontal priorities where relevant.</i>		C
Article 54(4i)					
738k			<i>2. The high-level agreements referred to in this Article shall set out the priorities for infrastructure</i>		C

			<i>and investment planning and for funding. They shall also include provisions on the communication by the neighbouring countries of regular reports on the progress achieved in implementing projects, indicating in particular the financial commitments made in the national budget plan.</i>		
CHAPTER VI					
739	CHAPTER VI COMMON PROVISIONS			CHAPTER VI COMMON PROVISIONS	
Article 55					
740	Article 55 Reporting and monitoring			Article 55 Reporting and monitoring	
Article 55(1)					
741	1. Member States shall inform the Commission on a regular, comprehensive and transparent basis about the progress made in implementing projects of common interest and the		1. Member States shall inform the Commission on a regular, comprehensive and transparent basis about the progress made in implementing projects of common interest and the	1. Member States shall inform the Commission on a regular, comprehensive and transparent basis about the progress made in implementing projects of common interest and the	B EP accepts Council GA.

	investments made for that purpose. This information shall include the yearly transmission of data through the interactive geographical and technical information system for the trans-European transport network (TENtec). It shall include technical and financial data concerning projects of common interest on the trans-European transport network as well as data on the completion of the trans-European transport network.		investments made for that purpose, including for cross-border projects . This information shall include the yearly transmission of data through the interactive geographical and technical information system for the trans-European transport network (TENtec). It shall include technical and financial data concerning projects of common interest on the trans-European transport network as well as data on the completion of the trans-European transport network.	investments made for that purpose. This information shall include the yearly transmission of data through the interactive geographical and technical information system for completing the trans-European transport network (TENtec). It shall include technical and financial data concerning through the implementation of projects of common interest on the trans-European transport network as well as data on the completion of the trans-European transport network and the investments made for that purpose.	
Article 55(1a)					
741a				1a. This information shall include yearly technical data related to the transport infrastructure requirements laid down in Chapter III of this Regulation unless such information has already been gathered at the level of the trans-European	B EP accepts Council GA.

				transport network for the purposes of other Union applications or databases.	
Article 55(1b)					
741b				1b. This transmission shall be ensured in an automated way through the interactive geographical and technical information system for the trans-European transport network (TENtec). Until the automated data exchange functionality in TENtec is fully operational, this transmission shall be ensured every two years.	B EP accepts Council GA.
Article 55(1c)					
741c				1c. As regards investments related to projects of common interest, Member States shall transmit financial data every two years in the form of yearly aggregated data per transport mode and per	B EP accepts Council GA.

				network (core, extended core and comprehensive).	
Article 55(1d)					
741d				1d. The Commission shall specify by means of implementing acts adopted in accordance with the examination procedure referred to in Article 59(3), the list of technical data to be transmitted pursuant to paragraph 1a.	B EP accepts Council GA.
Article 55(2), first subparagraph					
742	2. The Commission shall ensure that TENtec is publicly and easily accessible, allowing for an automated data exchange with national systems and other relevant Union applications and data sources. TENtec shall contain project-specific and updated information on the forms and amounts of Union co-funding as well as on the progress of each project.			2. The Commission shall ensure that TENtec is publicly and easily accessible, allowing for an automated data exchange with national systems and other relevant Union applications and data sources. TENtec shall contain project-specific and updated information on the forms and amounts of Union co-funding as well as on the progress of each project.	

Article 55(2), second subparagraph					
743	The Commission shall also ensure that TENtec does not make publicly available any information which is commercially confidential or which could prejudice or unduly influence any process of public procurement in a Member State.			The Commission shall also ensure that TENtec does not make publicly available any information which is commercially confidential or which could prejudice or unduly influence any process of public procurement in a Member State.	B EP accepts Council GA.
Article 55(3)					
744	3. Member States shall ensure the quality, completeness and consistency of the data in the TENtec information system. The national systems and data sources shall allow for an automated data exchange with TENtec.			3. The Commission and the Member States shall make all possible efforts to ensure the quality, completeness and consistency of the data in the TENtec information system. The national systems and data sources shall allow for They shall cooperate in view of allowing an automated data exchange with between national systems and data sources and TENtec.	B EP accepts Council GA.
Article 55(3a)					

744a			<p><i>3a. The Commission shall introduce a network connectivity index with the aim of categorising the level of integration achieved through the use of services on each transport network and showing their potential. This network connectivity index shall be composed of connectivity indexes for the main transport modes. Those connectivity indexes shall identify the consistency, the quality, the diversity of the offer as well as the intermodal options.</i></p>		C
Article 55(3b)					
744b			<p><i>The Commission shall ensure that the network connectivity index is regularly updated according to the implementation of projects on the TEN-T.</i></p>		B
Article 55(3c)					
744c			<p><i>The index may be used as</i></p>		

			<i>an indicator to channel Union funds where connectivity is lacking.</i>		C
Article 55(3d)					
744d			<i>3b. With respect to the European Transport Corridors, the Commission shall carry out and periodically update a transport market study relating to the observed and expected changes in the traffic on the corridor, covering the different types of traffic, both regarding the transport of freight and the transport of passengers and measures to increase the predictability of implementation and facilitation that the relevant deadlines are met. In carrying out and updating that study, the Commission shall involve the coordinator of the relevant European Transport Corridor and the management board of the relevant rail freight corridor.</i>		C EP insists on this AM but flexible on where to include it.

Article 56				
745	Article 56 Updating of the network		Article 56 Updating of the network	
Article 56(1), first subparagraph				
746	1. Subject to the second paragraph of Article 172 TFEU, the Commission shall be empowered to adopt delegated acts in accordance with Article 60 to amend Annexes I and II, notably to take account of possible changes resulting from the quantitative thresholds laid down in Articles 20, 24 and 32. When adapting those Annexes, the Commission shall:		1. Subject to the second paragraph of Article 172 TFEU, the Commission shall be is empowered to adopt delegated acts in accordance with Article 60 to amend Annexes I and II, notably to take account of possible changes resulting from the quantitative thresholds laid down in Articles 20, 24 and 32. When adapting those Annexes, the Commission shall :	C Presidency proposes to keep the GA.
Article 56(1), first subparagraph, point (a)				
747	(a) include inland ports, maritime ports and airports in the comprehensive network, if it is demonstrated that the latest three-year average of their		(a) include inland ports, maritime ports and airports in the comprehensive network, if it is demonstrated that the latest three-year average of their shall include inland ports, maritime ports and airports in the comprehensive network, if it is demonstrated that the latest three-year average of	B Presidency proposes to keep the GA.

	traffic volume exceeds the relevant threshold;		their traffic volume exceeds the relevant threshold;	traffic volume exceeds the relevant threshold; take account of changes resulting from the quantitative thresholds laid down in Articles 20(3)(a), 24(4)(a) and (b) and 32(2) and from the quantitative thresholds and qualitative requirements set out in Article 24(4)(ba). In that respect, the Commission shall:	
Article 56(1), first subparagraph, point (a)(i)					
747a				(i) include inland ports, maritime ports and airports in the comprehensive network, if it is demonstrated that the latest three-year average of their traffic volume exceeds the relevant threshold;	B Presidency proposes to keep the GA
Article 56(1), first subparagraph, point (a)(ii)					
747b				(ii) exclude maritime ports and airports from the comprehensive network, if it is	B Linked with lines 748 and 748a.

				<p>demonstrated that the average of their traffic volume over the last six years is below 85% of the relevant threshold or at the request of the Member State concerned;</p>	<p>Presidency compromise proposal:</p> <p>(ii) exclude maritime ports and airports from the comprehensive network, if it is demonstrated that the average of their traffic volume over the last six years is below 85% of the relevant threshold or at the request of the Member State concerned, <u>except for maritime ports included in the comprehensive network for meeting the conditions set out in Article 24(4)(c) or (d);</u></p>
Article 56(1), first subparagraph, point (b)					
748	<p>(b) exclude maritime ports and airports from the comprehensive network, if it is demonstrated that the average of their traffic volume over the last six years is below 85% of the relevant threshold;</p>		<p>(b) <i>shall</i> exclude maritime ports and airports from the comprehensive network, if it is demonstrated that the average of their traffic volume over the last six years is below 85% of the relevant threshold, <i>except for ports which provide the sole point of access to a NUTS 3 region in the comprehensive network, or</i></p>	<p>(b) exclude maritime ports and airports from the comprehensive network, if it is demonstrated that the average of their traffic volume over the last six years is below 85% of the relevant threshold; covered by the previous paragraphs.</p>	<p>B</p> <p>See compromise proposal in line 747b.</p>

			<i>unless it is demonstrated by the respective Member State with sufficient evidence that this node is of high European added value and geostrategic relevance for the European internal market and the Union's defense;</i>		
Article 56(1), first subparagraph, point (ba)					
748a			<i>(ba) may include maritime ports in the comprehensive or core network, at the request of the Member State concerned, where it is demonstrated that the maritime port has acquired further European added value due to its geostrategic importance for the Union and provided that the requirements of Article 25 are complied with;</i>		B Presidency is studying the EP AM and the comments raised by the delegations and will come back with a compromise proposal.
Article 56(1), first subparagraph, point (c)					
749	(c) include urban nodes in the trans-European transport network, if it is demonstrated that the number of inhabitants		(c) <i>shall</i> include urban nodes in the trans-European transport network, if it is demonstrated that the number of inhabitants <i>in the</i>	(c) include urban nodes in the trans-European transport network, if it is demonstrated that they meet the requirements set	B Presidency compromise proposal:

	exceeds 100,000;		<i>functional urban area</i> exceeds 100,000 <i>and with the approval of the Member State concerned;</i>	out in Article 39(2) or exclude urban nodes from the trans-European transport network at the request of the Member State concerned the number of inhabitants exceeds 100,000;	(c) include urban nodes in the trans-European transport network, if it is demonstrated that they meet the requirements set out in Article 39(2) or exclude urban nodes from the trans-European transport network at the request of the Member State concerned if it is demonstrated that they do not meet the requirements set out in Article 39(2). <u>When excluding urban nodes from the trans-European transport network, the request of the Member State shall be accompanied by the opinion of the relevant authorities of the urban node concerned;</u>
Article 56(1), first subparagraph, point (ca)					
749a			<i>(ca) may include urban nodes in the list of Annex II, at the request of the Member State concerned, if the urban node is located alongside an European Transport Corridor and</i>		B Presidency is studying the EP AM and the comments raised by the delegations

			<i>provided that the requirements of Article 40 are complied with;</i>		and will come back with a compromise proposal.
Article 56(1), first subparagraph, point (cb)					
749b			<i>(cb) may exclude urban nodes in the list of Annex II, at the request of the Member State concerned and with the approval of urban node concerned, if it is demonstrated the number of inhabitants in the functional urban area is below 100,000;</i>		B See compromise proposal in line 749.
Article 56(1), first subparagraph, point (d)					
750	(d) include multimodal freight terminals identified by the Member State according to Article 35(4) in the trans-European transport network;		(d) <i>shall</i> include multimodal freight terminals identified by the Member State according to Article 35(4) in the trans-European transport network;	(d) include multimodal freight in the trans-European transport network rail road terminals and terminals along inland waterways identified by the Member State according to Article 35(4) in 35(5), exclude rail road terminals from the trans-European transport network at the request of the Member State concerned or exclude	C Presidency proposes to keep the GA.

				multimodal freight terminal referred to in Article 35(1) (a), (b) and (ba) at the request of the Member States concerned;	
Article 56(1), first subparagraph, point (e)					
751	(e) adjust the maps for road, railway and inland waterway infrastructure in a strictly limited way so as to reflect progress in completing the network. In adjusting those maps, the Commission shall not admit any adjustment in route alignment beyond that which is allowed by the relevant project authorisation procedure.		(e) <i>shall</i> adjust the maps for road, railway and inland waterway infrastructure in a strictly limited way so as to reflect progress in completing the network. In adjusting those maps, the Commission shall not admit any adjustment in route alignment beyond that which is allowed by the relevant project authorisation procedure.	(e) adjust, on the basis of the information provided by the Member State concerned in accordance with Article 55(1) , the maps for road, railway and inland waterway infrastructure in a strictly limited way so as to reflect progress made in completing the network. In adjusting those maps, the Commission shall not admit any adjustment in route alignment beyond that which is allowed by the relevant project authorisation procedure authorising decision .	B Presidency proposes to keep the GA.
Article 56(1), second subparagraph					
752	The adaptations referred to in points (a) to (c) of the		The adaptations referred to in points (a) to (c) of the	The adaptations referred to in points (a) to (e) and (b) of	B

	first subparagraph shall be based on the latest available statistics published by Eurostat or, if those statistics are not available, by the national statistics offices of the Member States. The adaptations referred to in point (d) of the first subparagraph shall be based on the action plan referred to in Article 35(4). The adaptations referred to in point (e) of the first subparagraph shall be based on the information provided by the Member States concerned in accordance with Article 55(1).		first subparagraph shall be based on the latest available statistics published by Eurostat or, if those statistics are not available, by the national statistics offices of the Member States, <i>while excluding years impacted by cyclical factors causing significant declines in traffic flows.</i> The adaptations referred to in point (d) of the first subparagraph shall be based on the action plan referred to in Article 35(4). The adaptations referred to in point (e) of the first subparagraph shall be based on the information provided by the Member States concerned in accordance with Article 55(1).	the first subparagraph shall be based on the latest available statistics published by Eurostat or, if those statistics are not available, by the national statistics offices of the Member States. The adaptations referred to in point (d) of the first subparagraph shall be based on the action plan referred to in Article 35(4). The adaptations referred to in point (e) of the first subparagraph shall be based on the information provided by the Member States concerned in accordance with Article 55(1).	Presidency compromise proposal: The adaptations referred to in points (a) and (b) of the first subparagraph shall be based on the latest available statistics published by Eurostat or, if those statistics are not available, by the national statistics offices of the Member States, <u>while excluding years impacted by unforeseen events causing significant declines in traffic flows.</u>
Article 56(1a)					
752a				1a. The delegated act including an urban node in Annex II pursuant to paragraph 1(c) shall:	C - linked to line 749 Presidency suggests keeping the GA.
Article 56(1a), point (a)					
752b					

				<p>(a) extend the deadlines laid down by Article 40(1)(b) and (c) by 3 years, until 31 December 2030 and 31 December 2033 respectively; for those urban nodes included in Annex II after the deadlines laid down in Article 40(1)(b) or (c) have expired, those deadlines shall be extended by 3 years after the entry into force of that delegated act.</p>	<p>C Presidency suggests keeping the GA.</p>
Article 56(1a), point (b)					
752c				<p>(b) extend the applicable deadline for meeting the requirements under Article 40(1)(d) by 5 years, until 31 December 2045; for those urban nodes included in Annex II after the deadline laid down in Article 40(1)(d) has expired, that deadline shall be extended by 5 years after the entry into force of that delegated act.</p>	<p>C Presidency suggests keeping the GA.</p>
Article 56(1b)					
752d					

				1b. The delegated act including a rail-road terminal in Annexes I and II pursuant to paragraph 1(c) shall:	C - linked to line 750 Presidency suggests keeping the GA.
Article 56(1), second subparagraph e					
752e				(a) extend the deadlines laid down by Article 37(1)(c) and Article 37(2) by 3 years, until 31 December 2033; for those rail-road terminals included in Annexes I and II after the deadlines laid down in Article 37(1)(c) and Article 37(2) have expired, those deadlines shall be extended by 3 years after the entry into force of that delegated act.	C Presidency suggests keeping the GA.
Article 56(1), second subparagraph f					
752f				(b) extend the deadline laid down by Article 37(3) by 5 years, until 31 December 2045; for those rail-road terminals included in Annexes I and II after the deadline laid down in Article 37(3) has	C Presidency suggest keeping the GA.

				expired, that deadline shall be extended by 5 years after the entry into force of that delegated act.	
Article 56(2), first subparagraph					
753	2. A project of common interest concerning infrastructure which is newly included through a delegated act adopted pursuant to paragraph 1 in the trans-European transport network shall be eligible for Union financial assistance under the instruments available for the trans-European transport network as from the date of entry into force of those delegated acts.			2. A project of common interest concerning infrastructure which is newly included through a delegated act adopted pursuant to paragraph 1 in the trans-European transport network shall be eligible for Union financial assistance under the instruments available for the trans-European transport network as from the date of entry into force of those that delegated acts act .	A EP provisionally accepts the GA.
Article 56(2), second subparagraph					
754	Projects of common interest concerning infrastructure which have been excluded from the trans-European transport network shall cease to be eligible as from the date of entry into force of the delegated acts			Projects of common interest concerning infrastructure which have been excluded from the trans-European transport network shall cease to be eligible as from the date of entry into force of the delegated acts	

	adopted pursuant to paragraph 1 of this Article. The cessation of eligibility shall not affect financing or grant decisions taken by the Commission before that date.			adopted pursuant to paragraph 1 of this Article. The cessation of eligibility shall not affect financing or grant decisions taken by the Commission before that date.	
Article 56(3)					
755	3. Subject to Article 172(2) TFEU, the Commission shall be empowered to adopt delegated acts in accordance with Article 60 to amend Annex IV in order to include or adapt indicative maps of transport infrastructure networks of neighbouring countries.			3. Subject to Article 172(2) TFEU, the Commission shall be empowered to adopt delegated acts in accordance with Article 60 to amend Annex IV in order to include or adapt indicative maps of transport infrastructure networks of neighbouring countries. Such delegated acts shall be based on high-level agreements on transport infrastructure networks between the Union and the neighbouring countries concerned.	<p>C - linked to EP AM in lines 738 i to k.</p> <p>EP provisionally accepts Council the GA.</p> <p>High-level agreements with neighbouring countries to be covered in separate article.</p>
Article 57					
756	Article 57 Engagement with public and private stakeholders			Article 57 Engagement with public and private stakeholders	B

Article 57, first paragraph					
757	<p>National procedures regarding the involvement and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project. The Commission shall promote the exchange of good practice in this regard, notably as regards the consultation and inclusion of people in situations of vulnerability.</p>		<p>National procedures regarding the involvement and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project, <i>while respecting the deadlines for those consultations as set in the Smart TEN-T Directive.</i> The Commission shall promote the exchange of good practice in this regard, notably as regards the consultation and inclusion of people in situations of vulnerability.</p>	<p>National procedures regarding the involvement and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project. The Commission shall promote the exchange of good practice in this regard, notably as regards the consultation and inclusion of people in situations of vulnerability.</p>	<p>B Compromise proposal accepted by EP:</p> <p>National procedures regarding the involvement and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project. For projects of common interest that fall within the scope of the Smart TEN-T directive, its terms must be respected. The Commission shall promote the exchange of good practice in this regard, notably as regards the consultation and inclusion of people in situations of vulnerability.</p>
Article 58					
758					

	Article 58 Alignment of national plans with Union transport policy			Article 58 Alignment of national plans with Union transport policy	C
Article 58(1)					
759	1. Member States shall ensure that national transport and investment plans are coherent with Union transport policy, with the priorities and deadlines set out in this Regulation and with the priorities set out in the work plans for the relevant corridors and horizontal priorities for the concerned Member States and with the implementing acts adopted in accordance with Article 54(1).			1. Member States shall ensure that national transport and investment plans plans and programmes contributing to the development of the trans-European transport network are coherent with Union transport policy, with the priorities and deadlines set out in this Regulation. They shall also take into account, inter alia, and with the priorities set out in the work plans for the relevant corridors and horizontal priorities for the concerned Member States and with the implementing acts adopted in accordance with Article 54(1).	C EP accepts Council GA: However, if implementing acts for the corridors are finally included in Article 54(1), EP requests keeping the reference to Article 54(1) here (indicated between brackets): 1. Member States shall ensure that national plans and programmes contributing to the development of the trans-European transport network are coherent with Union transport policy, with the priorities and deadlines set out in this Regulation. They shall also take into account, inter alia, the priorities set out in the work plans for the relevant corridors and horizontal priorities for the

					concerned Member States <u>[and with the implementing acts adopted in accordance with Article 54(1)]</u> .
Article 58(2)					
760	2. National investment plans shall include all projects of common interest and related investments needed for the timely completion of the network.		2. National investment plans shall include all projects of common interest and related investments needed for the timely completion of the network, <i>including for cross-border projects</i> .	2. National investment plans shall include all projects of common interest and related investments needed for the timely completion of the network.	<p>C Compromise that could potentially be accepted by the EP:</p> <p><u>2. National investment plans shall include all projects of common interest and related investments</u> needed for the timely completion of the network, <u>including for cross-border projects</u>.</p> <p>EP could also accept limiting the scope, for instance, on the corridors:</p> <p><u>2. National investment plans shall include all projects of common interest and related investments along the European Transport Corridors, including for</u></p>

					<u>cross-border projects.</u>
Article 58(3)					
761	<p>3. Member States shall notify to the Commission the draft national plans and programmes, or any modification of those, with a view to developing the trans-European transport network, at least twelve months before their adoption. The Commission may issue an opinion no later than six months following the notification by the Member State on the coherence of the draft national plans and programmes with the priorities set out in this Regulation and with the priorities set out in the work plans for the corresponding corridor(s) and of the horizontal priorities and in the implementing acts adopted in accordance with Article 54(1). The Member States shall inform the</p>		<p>3. Member States shall notify to the Commission the draft national plans and programmes, or any modification of those, with a view to developing the trans-European transport network, at least twelve months before their adoption. The Commission may issue an opinion a decision no later than six months following the notification by the Member State on the coherence of the draft national plans and programmes with the priorities set out in this Regulation and with the priorities set out in the work plans for the corresponding corridor(s) and of the horizontal priorities and in the implementing acts adopted in accordance with Article 54(1). The Member States shall inform the</p>	<p>3. Member States shall notify to provide the Commission with the relevant the draft national plans and programmes, or any modification of those, with a view to developing plan(s) or programme(s) contributing to the development of the trans-European transport network; at least twelve months before their adoption. The Commission may issue an opinion no later than six months following the notification by the Member State on the coherence of the draft national plans and programmes with the priorities set out in this Regulation and with the priorities set out in the work plans for the corresponding corridor(s) and of the horizontal priorities and in</p>	<p>C</p> <p>Presidency proposes to keep the GA.</p>

	Commission, no later than two months after notification of the opinion, on the measures adopted to address the recommendations set out in the opinion.		Commission, no later than two months after notification of the opinion decision , on the measures adopted to address the recommendations set out in the opinion and shall take all the correcting measures before the final adoption of the national plan. Projects within national plans that are not aligned with Union transport policy shall not be considered to be a priority for receiving Union funds.	the implementing acts adopted in accordance with Article 54(1) or an abstract thereof, and any significant modification of those as soon as possible after a public consultation of this plan or programme is launched. The Member States shall inform the Commission, no later than two months after notification of the opinion, on the measures adopted to address the recommendations set out in the opinion also provide the Commission with the final national plan(s) or programme(s) once adopted.	
Article 59					
762	Article 59 Committee procedure			Article 59 Committee procedure	
Article 59(1)					
763	1. The Commission shall be assisted by a committee. That committee shall be a committee within the			1. The Commission shall be assisted by a committee. That committee shall be a committee within the	

	meaning of Regulation (EU) No 182/2011.			meaning of Regulation (EU) No 182/2011.	
Article 59(2)					
764	<p>2. For the purpose of Article 22(3) and (5) the Commission shall be assisted by the Committee established pursuant to Article 7 of Council Directive 91/672/EEC¹.</p> <p>1. Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway (OJ L 373, 31.12.1991, p. 29).</p>			<p>2. For the purpose of Article 22(3) and (5), the Commission shall be assisted by the Committee established pursuant to Article 7 of Council Directive 91/672/EEC¹.</p> <p>1. Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway (OJ L 373, 31.12.1991, p. 29).</p>	<p>A</p> <p>Linked to a numbering correction in Article 22. Presidency will review this line when dealing with Article 22.</p>
Article 59(3)					
765	<p>3. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third paragraph of Article 5(4) of Regulation (EU) No 182/2011 shall</p>			<p>3. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third paragraph of Article 5(4) of Regulation (EU) No 182/2011 shall</p>	

	apply.			apply.	
Article 60					
766	Article 60 Exercise of delegation			Article 60 Exercise of delegation	
Article 60(1)					
767	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.			1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	
Article 60(2)					
768	2. The power to adopt delegated acts referred to in Article 11(3), 56(1) and (3) shall be conferred on the Commission for a period of five years from [...]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless			2. The power to adopt delegated acts referred to in Article 11(3), 56(1) and (3) shall be conferred on the Commission for a period of five years from [...] the date of the entry into force of this Regulation]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly	A EP provisionally accepts the Council GA.

	the European Parliament or the Council opposes such extension not later than three months before the end of each period.			extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.	
Article 60(3)					
769	3. The delegation of powers referred to in Article 11(3), 56(1) and (3) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.			3. The delegation of powers referred to in Article 11(3), 56(1) and (3) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union at a later date specified therein. It shall not affect the validity of any delegated acts already in force.	
Article 60(3a)					
769a				3a. Before adopting a delegated act, the	B

				Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.	Presidency proposes to keep the GA.
Article 60(4)					
770	4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.			4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	
Article 60(5)					
771	5. A delegated act adopted pursuant to Article 11(3), 56(1) and (3) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of the notification of that act to the European Parliament and the Council or if, before the			5. A delegated act adopted pursuant to Article 11(3), 56(1) and (3) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of the notification of that act to the European Parliament and the Council or if, before the	

	expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.			expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.	
Article 61					
772	Article 61 Review			Article 61 Review	
Article 61(1), first subparagraph					
773	1. By 31 December 2033, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out an assessment of the implementation of the core network, evaluating in particular its compliance with the requirements of this Regulation.		1. By 31 December 2033 2028, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out an assessment of the implementation of the core network, evaluating in particular its compliance with the requirements of this Regulation.	1. By 31 December 2033, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out an assessment of the implementation of the core network, evaluating in particular its compliance with the requirements of this Regulation.	C Presidency proposes to keep the GA.
Article 61(1), second subparagraph					

774	The assessment shall take into account the annual status report and the work plans drawn up by the European Coordinators pursuant to Article 51(5), point (e) and Article 53(1) respectively.		The assessment shall take into account the <i>national transport and investment plans</i> , the annual status report and the work plans drawn up by the European Coordinators pursuant to Article 51(5), point (e) and Article 53(1) respectively.	The assessment shall take into account the annual status report and the work plans drawn up by the European Coordinators pursuant to Article 51(5), point (e) and Article 53(1) respectively.	B Presidency proposes to keep the GA.
Article 61(2), first subparagraph					
775	2. By 31 December 2033, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out a review of the implementation of the extended core and the comprehensive network, evaluating:		2. By 31 December 2033 2028 , the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out a review of the implementation of the extended core and the comprehensive network, evaluating:	2. By 31 December 2033, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out a review of the implementation of the extended core and the comprehensive network, evaluating:	C Presidency proposes to keep the GA.
Article 61(2), first subparagraph, point (a)					
776	(a) compliance with this Regulation;		(a) compliance with this Regulation, <i>including the degree of compliance with the goals set for 2030, as well as the measures</i>	(a) compliance with this Regulation;	B Presidency proposes to keep the GA.

			<i>needed to ensure compliance with subsequent targets, such as targets for 2040 and 2050.;</i>		
Article 61(2), first subparagraph, point (b)					
777	(b) progress in the implementation of this Regulation;		(b) progress in the implementation of this Regulation, <i>including any significant delays in concrete projects or sections of the network;</i>	(b) progress in the implementation of this Regulation;	B Presidency proposes to keep the GA.
Article 61(2), first subparagraph, point (c)					
778	(c) changes in passenger and freight transport flows;			(c) changes in passenger and freight transport flows;	
Article 61(2), first subparagraph, point (d)					
779	(d) developments in national transport infrastructure investment;			(d) developments in national transport infrastructure investment;	
Article 61(2), first subparagraph, point (e)					
780	(e) the need for amendments to this Regulation.			(e) the need for amendments to this Regulation.	

Article 61(2), second subparagraph				
781	The evaluation shall also consider the impact of evolving traffic patterns and relevant developments in infrastructure investment plans.			The evaluation shall also consider the impact of evolving traffic patterns and relevant developments in infrastructure investment plans.
Article 61(3)				
782	3. When carrying out that review, the Commission shall evaluate whether the extended core and the comprehensive network as provided for in this Regulation is likely to comply with the provisions of Chapters II, III and IV by the deadlines of 31 December 2040 and 31 December 2050, as applicable, while taking into account the economic and budgetary situation in the Union and in individual Member States. The Commission shall also evaluate, in consultation with the Member States, whether the extended core network and the comprehensive network			3. When carrying out that review, the Commission shall evaluate whether the extended core and the comprehensive network as provided for in this Regulation is likely to comply with the provisions of Chapters II, III and IV by the deadlines of 31 December 2040 and 31 December 2050, as applicable, while taking into account the economic and budgetary situation in the Union and in individual Member States. The Commission shall also evaluate, in consultation with the Member States, whether the extended core network and the comprehensive network

	should be modified to take into account developments in transport flows and national investment planning.			should be modified to take into account developments in transport flows and national investment planning.	
Article 62					
783	Article 62 Delay in completion of the core network, the extended core network and the comprehensive network			Article 62 Delay in completion of the core network, the extended core network and the comprehensive network	
Article 62(1)					
784	1. In the event of significant delay in starting or completing work on the core network, extended core network and on the comprehensive network compared to the initial timeline set in implementing acts in accordance with Article 54 or defined in national transport and investment plans or other relevant project documentation, the Commission may ask the Member State or Member States concerned to provide		1. In the event of significant delay in starting or completing work on the core network, extended core network and on the comprehensive network compared to the initial timeline set in implementing acts in accordance with Article 54 or defined in national transport and investment plans or other relevant project documentation, as well as delays for projects as set out in Article 5 of the Smart TEN-T Directive ,	1. In the event of significant delay in starting or completing work on the core network, extended core network and on the comprehensive network compared to the initial timeline set in implementing acts in accordance with Article 54 or defined in national transport and investment plans or other relevant project documentation , the Commission may ask the Member State or Member States concerned to provide	C Presidency proposes to keep the GA.

	the reasons for the delay. Such reasons shall be provided by the Member State or Member States within three months of the request. On the basis of the reply given, the Commission shall consult the Member State or Member States concerned in order to resolve the problem that has caused the delay.		the Commission may shall ask the Member State or Member States concerned to provide the reasons for the delay. Such reasons shall be provided by the Member State or Member States within three months of the request. On the basis of the reply given, the Commission shall consult the Member State or Member States concerned in order to resolve the problem that has caused the delay.	the reasons for the delay. Such reasons shall be provided by the Member State or Member States within three months of the request. On the basis of the reply given, the Commission shall consult the Member State or Member States concerned in order to resolve the problem that has caused the delay.	
Article 62(2)					
785	2. In case the delayed section concerns a European Transport Corridor, the European Coordinator shall be involved in view of resolving the problem.		2. In case the delayed section concerns a European Transport Corridor, the European Coordinator shall <i>simultaneously to the requirement set out in paragraph 1</i> , be involved in view of resolving the problem.	2. In case the delayed section concerns a European Transport Corridor, the European Coordinator shall be involved in view of supporting Member States in resolving the problem.	C Presidency compromise proposal: 2. In case the delayed section concerns a European Transport Corridor, the European Coordinator shall be involved in view of supporting Member States in resolving the problem <u>from the moment such delay becomes evident.</u>

Article 62(2a)					
785a			<p><i>2a. In the event of a significant delay in starting or completing work on the core network, extended core network and on the comprehensive network compared to the initial timeline set in implementing acts referred to in Article 54 of this Regulation or defined in national transport and investment plans or other relevant project documentation, as well as delays for projects as set in Article 5 of the Smart TEN-T Directive, the Commission shall immediately launch an infringement procedure.</i></p>		C
Article 62(2b)					
785b			<p><i>2b. In the event that the delayed or significantly delayed section concerns a project supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or</i></p>		C

			<i>termination of the grant agreement may be initiated in accordance with the applicable rules.</i>		
Article 62(3), first subparagraph					
786	3. The Commission may, after considering the reasons provided by the Member State or Member States concerned pursuant to the first subparagraph, adopt a decision addressed to the Member State or Member States concerned, finding that the significant delay in starting or completing the work on the core network, extended core network or on the comprehensive network is attributable to the Member State or Member States without an objective justification. The Commission shall give the Member State or Member States concerned 6 months to eliminate the significant delay.		3. The Commission may shall, after considering the reasons provided by the Member State or Member States concerned pursuant to the first subparagraph, adopt a decision addressed to the Member State or Member States concerned, finding that the significant delay in starting or completing the work on the core network, extended core network or on the comprehensive network is attributable to the Member State or Member States without an objective justification. The Commission shall give the Member State or Member States concerned 6 months to eliminate the significant delay.	3. Without prejudice to the procedure laid down in Article 258 TFEU and to Article 8(4a) , the Commission may, after considering the reasons provided by the Member State or Member States concerned pursuant to the first subparagraph, adopt a decision addressed to the Member State or Member States concerned, finding that paragraph, in case the significant delay in starting or completing the work on the core network, extended core network or on the comprehensive network is attributable to the Member State or Member States without an objective adequate justification. The Commission shall give the Member State or Member States concerned 6 months	C

				to eliminate the significant delay, provide the Member State(s) concerned with non-binding recommendations in view of eliminating that delay and/or preventing or reducing further delays.	
Article 62(3), second subparagraph					
787	In case the delayed section concerns a project supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules.		<i>In case the delayed section concerns a project supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules.</i> deleted	In case the delayed section concerns a project supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules.	Identical amendments.
Article 63					
788	Article 63 Exemptions			Article 63 Exemptions	C - Horizontal issue.
Article 63, first paragraph					
789	The provisions relating to railways, and in particular		The provisions relating to railways, and in particular	The provisions relating to railways, and in particular	

	any requirement to connect airports and ports to railways as well as the provisions related to safe and secure parking and multimodal freight terminals shall not apply to Cyprus, Malta and outermost regions for as long as no railway system is established within their territory.		any requirement to connect airports and ports to railways as well as the provisions related to safe and secure parking and multimodal freight terminals shall not apply to Cyprus, Malta, islands and outermost regions for as long as no railway system is established within their territory.	any requirement to connect airports and ports to railways as well as the provisions related to safe and secure parking and multimodal freight terminals shall not apply to Cyprus, Malta and outermost regions for as long as no railway system is established within their territory. The provisions relating to safe and secure parking shall not apply to those Member States and regions.	C
Article 63, second paragraph					
789a		‘The provisions of Article 16a shall not apply to Ireland.’;	<i>Article 16a shall not apply to Ireland.</i>	The provisions related to European standard nominal track gauge for rail in Article 16a shall not apply to islands and outermost regions.	C
Article 63, first paragraph b					
789b			<i>Article 16a shall not apply to Ireland.</i>		C EP drops amendment since identical with line 789a.

					above.
Article 64					
790	Article 64 Amendments to Regulation (EU) 2021/1153			Article 64 Amendments to Regulation (EU) 2021/1153	
Article 64, first paragraph					
791	Annex to Regulation (EU) 2021/1153 is amended in accordance with Annex VI to this Regulation.			Annex to Regulation (EU) 2021/1153 is amended in accordance with Annex VI to this Regulation.	
Article 66					
861	Article 66 Repeal			Article 66 Repeal	
Article 66, first paragraph					
862	Regulation (EU) No 1315/2013 is repealed with effect from [date of entry into force of this Regulation].			Regulation (EU) No 1315/2013 is repealed with effect from [date of entry into force of this Regulation].	
Article 66, second paragraph					
863					

	References to the repealed Regulation (EU) No 1315/2013 shall be construed as references to this Regulation and shall be read in accordance with the correlation table in Annex VII.			References to the repealed Regulation (EU) No 1315/2013 shall be construed as references to this Regulation and shall be read in accordance with the correlation table in Annex VII.	
Article 67					
864	Article 67 Entry into force			Article 67 Entry into force	
Article 67, first paragraph					
865	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.			This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	
Article 67, second paragraph					
866	This Regulation shall be binding in its entirety and directly applicable in all Member States.			This Regulation shall be binding in its entirety and directly applicable in all Member States.	

PUBLIC