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From:	General Secretariat of the Council
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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 Chapter IV

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 **Chapter IV** of the above proposal.

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 12521/23 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)

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
CHAPTER IV					
586	CHAPTER IV PROVISIONS FOR SMART AND RESILIENT TRANSPORT			CHAPTER IV PROVISIONS FOR SMART AND RESILIENT TRANSPORT	
Article 42					
587	Article 42 ICT systems for transport			Article 42 ICT systems for transport	
Article 42(1)					
588	1. ICT systems for transport shall be such as to enable capacity and traffic management and the			1. ICT systems for transport shall be such as to enable capacity and traffic management and the	

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	exchange of information within and between transport modes for multimodal transport operations and value-added transport-related services, improvements in resilience, safety, security, congestion and operational and environmental performance, and simplified administrative procedures. ICT systems for transport shall also facilitate seamless connection between infrastructure and mobile assets.			exchange of information within and between transport modes, for multimodal transport operations and value-added transport-related services, improvements in resilience, safety, security, congestion and operational and environmental performance, and simplified administrative procedures. ICT systems for transport shall also facilitate seamless connection between infrastructure and mobile assets.	
Article 42(2)					
589	2. ICT systems for transport shall be deployed across the Union, in order to ensure the presence of a set of interoperable basic capabilities in all Member States.			2. The following ICT systems for transport shall be deployed in accordance with and within the limits of specific provisions laid down in Union law , across the Union, in order to ensure the presence of a set of interoperable basic capabilities in all Member	B Presidency proposes to keep GA. Additionally, taking up the position of the EP concerning emerging ICTs, a new paragraph is included

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				States:-	as compromise proposal in line 596a.
Article 42(3)					
590	3. The ICT systems for transport referred to in this Article shall include:			3. The ICT systems for transport referred to in this Article shall include: Incorporated into paragraph 2 above.	B Presidency proposes to keep the GA.
Article 42(3), point (a)					
591	(a) for railways: ERTMS, telematics applications for freight and passenger services as referred to in the Technical Specification for Interoperability, and other digitalisation improvements, in particular outputs from Shift2Rail and Europe's Rail Joint Undertaking;			(a) for railways: ERTMS, telematics applications for freight and passenger services as referred to in the Technical Specification for Interoperability, and other digitalisation improvements, in particular outputs from Shift2Rail and Europe's Rail Joint Undertaking;	B Presidency proposes to keep the GA. Similar to line 589, line 596a reflects compromise to emerging ICTs.
Article 42(3), point (b)					
592					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(b) for inland waterways: RIS;			(b) for inland waterways: RIS;	
Article 42(3), point (c)					
593	(c) for road transport: ITS;			(c) for road transport and its interfaces with other modes of transport: ITS ; ÷ ITS;	B Presidency proposes to go back to the Commission proposal: (c) for road transport and its interfaces with other modes of transport: ITS;
Article 42(3), point (d)					
594	(d) for maritime transport: for vessel traffic management VTMS services and for information exchange the European Maritime Single Window environment (EMSWe);			(d) for maritime transport: for vessel traffic management VTMS services and for information exchange the European Maritime Single Window environment (EMSWe);	
Article 42(3), point (e)					
595					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(e) for air transport: ATM/ANS systems, in particular those resulting from the SESAR project;			(e) for air transport: ATM/ANS systems, in particular those resulting from the SESAR project;	
Article 42(3), point (f)					
596	(f) for multimodal transport: eFTI, the EU Mobility Data Space and frameworks facilitating business to business data exchange for supply chain transparency and optimisation.			(f) for multimodal transport: eFTI, the EU Mobility Data Space and frameworks facilitating business to business data exchange for supply chain transparency and optimisation.	B Presidency suggests keeping the GA. Reference to the EU Mobility Data Space is better placed in next line 596a.
Article 42(3), point (fa)					
596a			<i>(fa) for SEDEA: all infrastructure upgrades necessary to enable real-time data exchange between commercial vehicles and enforcement authorities.</i>		C EP would like to include the possibility of considering emerging ICTs or other new ICTs that may appear in the future. PRES proposes including a new paragraph 42(3) (first tentative proposal for

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					discussion) which deals with AM in lines 589, 591, 596 and with the inclusion of SEDEA without an explicit reference: <u>(3) Other ICT systems for transport shall be promoted where relevant in a coordinated and harmonised way on the trans-European transport network. These may include digitalisation improvements for railways, the promotion of the EU Mobility Data Space and frameworks facilitating business to business data exchange for supply chain transparency and optimisation and other infrastructure upgrades necessary to enable real-time data exchange between commercial vehicles and enforcement authorities.</u>
Article 43					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
597	Article 43 Sustainable freight transport services			Article 43 Sustainable freight transport services	
Article 43(1)					
598	1. Member States shall promote projects of common interest which both provide efficient freight transport services that use the infrastructure of the trans-European transport network and contribute to reducing carbon dioxide emissions and other negative environmental impacts, and which aim to:		1. Member States shall promote projects of common interest which both provide efficient freight transport services that use the infrastructure of the trans-European transport network and contribute to reducing carbon dioxide greenhouse gas emissions and other negative environmental impacts, such as air and noise pollution , and which aim to:	1. Member States shall promote projects of common interest which both provide efficient freight transport services that use the infrastructure of the trans-European transport network and contribute to reducing carbon dioxide GHG emissions and other negative environmental and socio-economic impacts, and which aim to:	B Presidency compromise proposal merging EP and Council GA: 1. Member States shall promote projects of common interest which both provide efficient freight transport services that use the infrastructure of the trans-European transport network and contribute to reducing GHG emissions and other negative environmental impacts, such as air and noise pollution, and socio-economic impacts, and which aim to:
Article 43(1), point (a)					
599					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(a) improve sustainable use of transport infrastructure, including its efficient management;			(a) improve sustainable use of transport infrastructure, including its efficient management;	
Article 43(1), point (b)					
600	(b) promote the deployment of innovative transport services, including short-sea shipping links, ICT systems for transport and the development of the ancillary infrastructure necessary to achieve mainly environmental and safety-related goals of those services, as well as the establishment of relevant governance structures;			(b) promote the deployment of innovative transport services, including short-sea shipping links in the framework of the European Maritime Space , ICT systems for transport and the development of the ancillary infrastructure necessary to achieve mainly environmental and safety-related goals of those services, as well as the establishment of relevant governance structures;;	A EP tentatively could agree to accept Council GA (subject to confirmation). Linked with line 604.
Article 43(1), point (c)					
601	(c) facilitate multimodal transport service operations, including the necessary accompanying			(c) facilitate multimodal transport service operations, including the necessary accompanying	

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	information flows, and improve cooperation of the participants of the logistic chain, including shippers, operators, service providers and their customers;			information flows, and improve cooperation of the participants of the logistic chain, including shippers, operators, service providers and their customers;	
Article 43(1), point (d)					
602	(d) stimulate resource efficiency and zero- and low-emission operation, in particular in the fields of technologies, operations, vehicle traction, driving/steaming, systems and operations planning;			(d) stimulate resource efficiency and zero- and low-emission operation, in particular in the fields of technologies, operations, vehicle traction, driving/steaming, systems and operations planning; or	A EP accepts Council GA.
Article 43(1), point (e)					
603	(e) improve links to the most vulnerable and isolated parts of the Union, in particular the outermost regions, and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas.		(e) improve links to the most vulnerable and isolated parts of the Union, in particular the outermost regions, and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas, <i>in order to facilitate regular and frequent services.</i>	(e) improve links to the most vulnerable and isolated parts of the Union, in particular the outermost regions, and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas promoting regular and frequent services.	A EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 43(2)					
604	2. Member States shall promote the deployment of innovative transport services, including through the European Maritime Space, ICT systems and the development of the ancillary infrastructure necessary to achieve environmental and safety-related goals of those services as well as the establishment of relevant governance structures.			2. Member States shall promote the deployment of innovative transport services, including through the European Maritime Space, ICT systems and the development of the ancillary infrastructure necessary to achieve environmental and safety-related goals of those services as well as the establishment of relevant governance structures.	B EP tentatively accepts Council GA since this is already covered in line 600.
Article 44					
605	Article 44 New technologies and innovation			Article 44 New technologies and innovation	
Article 44, first paragraph					
606	In order for the trans-European transport network to keep up with innovative technological developments			In order for the trans-European transport network to keep up with innovative technological developments	A Presidency compromise

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	and deployments, Member States shall aim in particular to:			and deployments, Member States the aim shall aim be in particular to:	proposal: In order for the trans-European transport network to keep up with innovative technological developments and deployments, <u>the Commission, Member States and other relevant stakeholders the aim shall aim</u> be in particular to:
Article 44, first paragraph, point (a)					
607	(a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, vessels and aircraft and other innovative and sustainable transport and network technologies such as hyperloop;		(a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, vessels, <i>locomotives</i> and aircraft <i>powered by alternative and renewable fuels</i> and other innovative and sustainable transport and network technologies such as hyperloop ;	(a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, vessels and aircraft and other innovative and sustainable transport and network technologies such as hyperloop in harmonised and coordinated way ;	B Presidency compromise proposal: (a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, trains, vessels and aircrafts powered by alternative [and renewable] fuels and other innovative and sustainable transport and network technologies in harmonised and coordinated way;

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Article 44, first paragraph, point (aa)					
607a			<i>(aa) create appropriate conditions to promote and deploy sustainable emerging technologies like automated train operations, autonomous vehicles, passenger and freight drones in order to safeguard Union's leadership on those technologies and encourage private and public investments in the infrastructure needed for new modes of mobility, such as urban last mile drone operations, elevated cycle paths, maglev trains and hyperloop;</i>		B Presidency compromise proposal: (aa) Promote sustainable emerging technologies <u>to enhance and ease the transport and mobility of passengers and freight;</u>
Article 44, first paragraph, point (b)					
608	(b) make possible the decarbonisation of all transport modes by stimulating energy efficiency, introduce zero and low emission solutions,		(b) make possible the decarbonisation of all transport modes by stimulating energy efficiency, introduce zero- and low emission solutions,	(b) make possible enhance the decarbonisation of all transport modes by stimulating energy efficiency, introduce zero and low emission solutions,	B Presidency proposes to simplify the text as follows:

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	including hydrogen and electricity supply systems, as well as other new solutions such as sustainable fuels, and provide corresponding infrastructure. Such infrastructure may include grid access and other facilities necessary for the energy supply, may take account of the infrastructure-vehicle interface and may encompass ICT systems for transport. Transport infrastructure may serve as energy hub to serve different transport modes;		including hydrogen, biofuels and electricity supply systems, as well as other new solutions such as sustainable fuels, and provide corresponding infrastructure. Such infrastructure may include bi-directional grid access, wireless or inductive units without any connector, pipelines and other facilities necessary for the energy supply, may take account of the infrastructure-vehicle interface and may encompass ICT systems for transport. Transport infrastructure may serve as energy hub to serve different transport modes and stabilise the grid, while contributing to the deployment of sustainable energy solutions;	including hydrogen and electricity supply systems, as well as other new solutions such as sustainable fuels, and provide corresponding infrastructure, where possible through synergies with the TEN-E. Such infrastructure may include grid access and other facilities necessary for the energy supply, may take account of the infrastructure-vehicle interface and may encompass ICT systems for transport. Transport infrastructure may serve as energy hub to serve different transport modes; in order to connect local production of clean energy with zero emission mobility applications. Transport infrastructure may also contribute to the deployment of other technologies accelerating the decarbonisation of the economy.	(b) enhance the decarbonisation of all transport modes by stimulating energy efficiency, introduce zero and low emission solutions, including hydrogen, biofuel and electricity supply systems, as well as other new solutions such as sustainable fuels, and provide corresponding infrastructure, where possible through synergies with the TEN-E and eTEN.

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Article 44, first paragraph, point (c)					
609	(c) support the take-up and deployment of new digital technologies, in particular promote connectivity infrastructure with uninterrupted coverage across the European Transport Corridors to ensure the highest level and performance of digital infrastructure and reach higher levels of automation;		(c) support the take-up and deployment of new digital technologies, in particular promote connectivity infrastructure with uninterrupted coverage across the European Transport Corridors to ensure the highest level and performance of digital infrastructure and reach higher levels of automation <i>particularly in the rail sector</i> ;	(c) support the take-up and deployment of new digital technologies, in particular promote data exchange and connectivity infrastructure with uninterrupted coverage across the European Transport Corridors network to ensure the highest level and performance of digital infrastructure and reach higher levels of automation;	B Presidency proposal merging EP and Council: (c) support the take-up and deployment of new digital technologies, in particular promote data exchange and connectivity infrastructure with uninterrupted coverage across the network to ensure the highest level and performance of digital infrastructure and reach higher levels of automation, with special focus on the rail sector;
Article 44, first paragraph, point (d)					
610	(d) improve the safety and sustainability of the movement of persons and of the transport of goods;			(d) improve the safety and sustainability of the movement of persons and of the transport of goods;	
Article 44, first paragraph, point (e)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
611	(e) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through the development of multimodal digital mobility services and the development of infrastructure that allows for seamless multimodality, such as high-speed rail and city train/tram connection at airports;		(e) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through the development of multimodal digital mobility services, <i>the development of "Mobility as a Service" solutions, including in territories where exemptions from TEN-T technical requirements have been granted,</i> and the development of infrastructure that allows for seamless multimodality, such as high-speed rail, <i>night trains,</i> and city train/tram connection at airports;	(e) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through the development of multimodal digital mobility services and the development of infrastructure that allows for seamless multimodality, such as high-speed rail and city train/tram connection at airports;	B Presidency compromise proposal: (e) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through the development of multimodal digital mobility services such as the development of "Mobility as a Service" solutions, especially in those territories where exemptions from TEN-T technical requirements have been granted.
Article 44, first paragraph, point (f)					
612	(f) promote efficient ways to provide accessible and comprehensible information to all users and providers of transport			(f) promote efficient ways to provide accessible and comprehensible information to all users and providers of transport	B Presidency proposes to keep the GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	services regarding interconnections, interoperability and multimodality;			services regarding interconnections, interoperability and multimodality and regarding the environmental impacts of their transport choices;	
Article 44, first paragraph, point (g)					
613	(g) promote efficient ways to provide accessible and comprehensive information to all users and providers of transport services regarding the environmental impacts of their transport choices;		(g) promote efficient ways to provide accessible and comprehensive information to all users and providers of transport services regarding the environmental impacts of their transport choices, <i>based on a full life cycle approach established under a common methodology as set out in Article 8 of this Regulation;</i>	(g) promote efficient ways to provide accessible and comprehensive information to all users and providers of transport services regarding the environmental impacts of their transport choices;	B Presidency proposes to keep the deletion of this paragraph as it is already considered in line 612 of the GA. Additionally, Presidency believes that the life cycle approach reference would be better placed in a recital.
Article 44, first paragraph, point (h)					
614	(h) promote measures to reduce external costs, such as congestion, damage to		(h) promote measures to reduce <i>and internalise</i> external costs, such as	(h) promote measures to reduce external costs negative	B

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	health and pollution of any kind including noise and emissions;		congestion, damage to health and pollution of any kind including noise and emissions;	externalities , such as congestion, damage to health and pollution of any kind including noise and emissions;	Presidency proposes to keep GA. However, could “internalisation of external costs” be used as a negotiating element given that we are talking about “promoting” terms?
Article 44, first paragraph, point (i)					
615	(i) introduce security technology and compatible identification standards on the networks;			(i) introduce security technology and compatible identification standards on the networks;	B Pres proposes to keep the GA.
Article 44, first paragraph, point (j)					
616	(j) improve transport infrastructure resilience against disruptions and climate change through infrastructure upgrades and design and digital, cyber secure solutions aimed at the protection of the network in the context of natural and human-made disasters;			(j) improve transport infrastructure resilience against disruptions and climate change through infrastructure upgrades and design, as well as and digital, cyber secure solutions aimed at the protection of the network in the context of natural and human-made disasters;	A EP can endorse Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 44, first paragraph, point (k)					
617	(k) further advance the development and deployment of ICT systems and new technologies for transport within and between modes of transport.		(k) further advance the development and deployment of ICT systems and new technologies for transport within and between modes of transport-, <i>with a particular focus on rail;</i>	(k) further advance the development and deployment of ICT systems and new technologies for transport within and between modes of transport.	B Presidency proposes to keep the GA.
Article 44, first paragraph, point (ka)					
617a			<i>(ka) coordinate, where relevant, the implementation of the innovative technological developments and deployments included in paragraph 1 with neighbouring countries, particularly in cross-border sections.</i>		B Linked to cooperation with neighbouring countries. This might be better placed in new art 54a.
Article 45					
618	Article 45 Safe and secure infrastructure			Article 45 Safe and secure infrastructure	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 45, first paragraph					
619	Member States shall ensure that transport infrastructure provides for safe and secure passenger and freight movements.		Member States shall ensure that transport infrastructure provides for safe and secure passenger and freight movements, <i>including by guaranteeing an adequate level of maintenance over the life-time of the transport infrastructure.</i>	Member States shall ensure that transport infrastructure provides for safe and secure passenger and freight movements.	B Linked to the outcome of the discussion on Article 48.
Article 46					
620	Article 46 Resilience of infrastructure			Article 46 Resilience of infrastructure	C
Article 46(1)					
621	1. When planning infrastructure, Member States shall improve the security and the resilience of the transport infrastructure to climate change, natural hazards, human-made disasters, as well as intentional		1. When planning infrastructure, Member States shall improve <i>ensure the highest level of</i> the security and the resilience of the transport infrastructure to climate change, natural hazards, <i>geopolitical changes,</i>	1. Member States shall make all possible efforts to ensure that when projects of common interest are planned and implemented When planning infrastructure, Member States shall improve the security and	C Presidency compromise proposal: 1. When projects of common interest are

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	disruptions affecting the functioning of the Union transport system. When implementing projects of common interest, Member States shall take into consideration:		human-made disasters, as well as intentional disruptions, including by natural persons or undertakings from third countries , affecting the functioning of the Union transport system. When implementing projects of common interest, Member States shall take into consideration:	the resilience of the transport infrastructure to climate change, natural hazards, human-made disasters, accidents and operational interruptions as well as intentional disruptions affecting the functioning of the Union transport system. When implementing projects of common interest, Member States are taken into account. In particular, due consideration shall take into consideration be given to:	planned and implemented, Member States shall make all possible efforts to improve the security and resilience of the infrastructure to climate change, natural hazards, hybrid threats , human-made disasters, accidents, and operational interruptions as well as intentional disruptions affecting the functioning of the Union transport system. In particular, due consideration shall be given to:
Article 46(1), point (a)					
622	(a) interdependencies, linkages and cascading effects with other networks such as telecommunication and electricity network;			(a) interdependencies, linkages and cascading effects with other networks such as telecommunication and electricity network;	
Article 46(1), point (b)					
623	(b) safety, security and performance in the presence of multiple			(b) safety, security and performance in the presence of multiple	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	hazards;			hazards;	
Article 46(1), point (c)					
624	(c) structural infrastructure quality during its whole lifecycle, with particular attention to the future projected climate conditions;		(c) structural infrastructure quality during its whole lifecycle, with particular attention to the future projected climate <i>and environmental</i> conditions;	(c) structural infrastructure quality during its whole lifecycle, with particular attention to the future projected climate conditions;	B PRES proposes to accept EP amendment (previously agreed in article 4)
Article 46(1), point (d)					
625	(d) civil protection needs to react to disruptions;		(d) civil protection needs to react to disruptions, <i>as well as for the transport of dangerous goods</i> ;	(d) civil protection needs to react to disruptions;	B Presidency compromise proposal: (d) civil protection needs to react to disruptions, including those for the transport of dangerous goods;
Article 46(1), point (e)					
626	(e) cyber-security and resilience of infrastructure,		(e) cyber-security and resilience of infrastructure,	(e) cyber-security and resilience of infrastructure,	C

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	with particular attention to cross-border infrastructure.		with particular attention to <i>the participation or contribution by natural persons or undertaking from third countries in strategic and</i> cross-border infrastructure.	with particular attention to cross-border infrastructure.	Presidency proposes to keep the GA. EP AM already considered in art 47.
Article 46(2)					
627	2. Projects of common interest for which an environmental impact assessment must be carried out in compliance with Directive 2011/92/UE shall be subject to climate proofing. The climate proofing shall be undertaken based on the latest available best practice and guidance to ensure that transport infrastructures are resilient to the adverse impacts of climate change, through a climate vulnerability and risk assessment, including through relevant adaptation measures, and through integration of the costs of		2. Projects of common interest for which an environmental impact assessment must be carried out in compliance with Directive 2011/92/UE shall be subject to climate proofing. The climate proofing shall be undertaken based on the latest available best practice and guidance to ensure that transport infrastructures are resilient to the adverse impacts of climate change, through a climate vulnerability and risk assessment, including through relevant adaptation measures, and through integration of the <i>project</i>	2. Projects of common interest for which an environmental impact assessment must be carried out in compliance with Directive 2011/92/UE 2011/92/EU shall be subject to climate proofing. The climate proofing shall be undertaken based on based on taking into account the latest available best practice and guidance to ensure that transport infrastructures are resilient to the adverse impacts of climate change, through a climate vulnerability and risk assessment, including through relevant adaptation	C Presidency awaiting further discussion on lines 627 to 627b.

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	greenhouse gas emissions in the cost-benefit analysis. Such requirement does not apply to projects for which the environmental impact assessment has been completed before entry into force of this Regulation.		<i>life cycle</i> costs of greenhouse gas emissions in the cost-benefit analysis. Such requirement does not apply to projects for which the environmental impact assessment has been completed before entry into force of this Regulation.	measures, and through integration of the costs of greenhouse gas emissions in the cost-benefit analysis. Without prejudice to the provisions laid down in other EU acts , such requirement does not apply to projects for which the procurement process of the environmental impact assessment has been completed initiated before entry into force of this Regulation.	
Article 46(2a)					
627a			<i>2a. Member States shall establish "Green Lanes" for the continued functioning of supply chains, as well as essential travel along the trans-European transport network, in order to avoid possible shortages of essential goods and ensure the performance of the transport infrastructures in case of emergency, in</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>strict cooperation with the Commission and European Coordinators.</i>		
Article 46(2b)					
627b			<i>2b. By 31 December 2025, Members States shall carry out an assessment to identify, on their core and comprehensive network, all existing transport critical infrastructures, including in respect of all modes, and assess their resilience to climate change, through a climate and environmental vulnerability test and risk assessment. By 31 December 2029, Member States shall adopt all the adaptation measures required to update those infrastructures.</i>		C
Article 47					
628	Article 47 Risks to security or public order		Article 47 Risks to security or , public order <i>and strategic</i>	Article 47 Risks to security or public order	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>autonomy of the Union</i>		
Article 47(1)					
629	1. Member States shall notify the Commission of any project of common interest in their territory with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country with a view to allow assessment of its impact on security or public order in the Union. This obligation shall not apply to foreign direct investments notified to the Commission and other Member States pursuant to Article 6(1) of Regulation (EU) 2019/452.		1. Member States shall notify the Commission of any project of common interest in their territory with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country with a view to allow assessment of its impact on security or public order in the Union <i>and ensure fair competition in public procurement.</i> This obligation shall not apply to foreign direct investments notified to the Commission and other Member States pursuant to Article 6(1) of Regulation (EU) 2019/452.	1. Member States shall notify the Commission of any project of common interest in their territory with the participation of or contribution of any kind by a natural person of a third country or an make all possible efforts to ensure that the trans-European transport network is protected against potential risks to security or public order arising from participations of or contributions of any undertaking of a third country with a view to allow assessment of its impact on security or public order in the Union. This obligation shall not apply to foreign direct investments notified to the Commission and other Member States pursuant to Article 6(1) of Regulation (EU)	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				2019/452.in a project of common interest.	
Article 47(2), first subparagraph					
630	2. Member States shall ensure that the information notified pursuant to paragraph 1 is made available at least twelve months before the final decision on the implementation of the project of common interest. The information shall in particular include:			2. Without prejudice to Regulation (EU) 2019/452, to each Member States shall ensure that the information notified pursuant to paragraph 1 is made available at least twelve months before the final decision on the implementation of the project of common interest. The information State having sole responsibility for its national security, as provided for in Article 4(2) TEU and to the right of each Member State to protect its essential security interests in accordance with Article 346 TFEU whenever a Member State considers that the participation of or contribution of any kind by a natural person of a third country or an	c

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				undertaking of a third country is likely to affect infrastructure on the trans-European transport network on grounds of security or public order, the Member State shall in particular include: inform the Commisison of any appropriate measures adopted to mitigate such risk.	
Article 47(2), first subparagraph, point (a)					
631	(a) the ownership structure of the undertaking of a third country and where applicable of the undertaking in which the participation or contribution is planned, including information on the ultimate beneficial owner and participation in the capital;			(a) the ownership structure of the undertaking of a third country and where applicable of the undertaking in which the participation or contribution is planned, including information on the ultimate beneficial owner and participation in the capital;	C
Article 47(2), first subparagraph, point (b)					
632	(b) the approximate value of the participation of or			(b) the approximate value of the participation of or	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	contribution by a natural person of a third country or an undertaking of a third country in the project of common interest and the description of the form and conditions of such participation or contribution;			contribution by a natural person of a third country or an undertaking of a third country in the project of common interest and the description of the form and conditions of such participation or contribution;	C
Article 47(2), first subparagraph, point (c)					
633	(c) the products, services and business operations of the natural person of a third country or an undertaking of a third country and where applicable of the undertaking in which the participation or contribution is planned affecting the trans-European network;			(c) the products, services and business operations of the natural person of a third country or an undertaking of a third country and where applicable of the undertaking in which the participation or contribution is planned affecting the trans-European network;	C
Article 47(2), first subparagraph, point (d)					
634	(d) the Member States in which the natural person of a third country or an undertaking of a third country and where			(d) the Member States in which the natural person of a third country or an undertaking of a third country and where	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	applicable the undertaking in which the participation or contribution is planned conduct relevant business operations affecting the trans-European transport network;			applicable the undertaking in which the participation or contribution is planned conduct relevant business operations affecting the trans-European transport network;	
Article 47(2), first subparagraph, point (e)					
635	(e) the funding of the contribution or participation and its source, on the basis of the best information available to the Member State;			(e) the funding of the contribution or participation and its source, on the basis of the best information available to the Member State;	C
Article 47(2), first subparagraph, point (f)					
636	(f) the date when the participation is planned to take effect or the contribution is planned to be completed.			(f) the date when the participation is planned to take effect or the contribution is planned to be completed.	C
Article 47(2), first subparagraph, point (fa)					
636a			<i>(fa) the conformity of the planned project of common interest with the</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>requirements and standards under this Regulation.</i>		
Article 47(2), second subparagraph					
637	In addition, Member States shall endeavour to provide any information, if available, relevant for the assessment undertaken by the Commission pursuant to points (a), (b) and (c) of the second subparagraph of paragraph 5.		In addition, Member States shall endeavour to provide any information, if available , relevant for the assessment undertaken by the Commission pursuant to points (a), (b) and (c) of the second subparagraph of paragraph 5.	In addition, Member States shall endeavour to provide any information, if available, relevant for the assessment undertaken by the Commission pursuant to points (a), (b) and (c) of the second subparagraph of paragraph 5.	C
Article 47(2), second subparagraph a					
637a			<i>2a. Where a Member State considers that a foreign direct investment undergoing screening in another Member State is likely to affect its security or public order, or has information relevant for such screening, it may provide comments to the Member State undertaking that screening. The Member State providing</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>comments shall simultaneously also send them to the Commission. The Commission shall notify the other Member States that comments have been provided.</i>		
Article 47(3), first subparagraph					
638	3. No later than thirty calendar days following the receipt of information pursuant to paragraph 1, the Commission may request additional information from the Member State where the project of common interest is planned. Any request for additional information shall be duly justified, limited to information necessary to carry out the assessment pursuant to paragraph 5, proportionate to the purpose of the request and not unduly burdensome for the Member State where the project of common interest is planned.			3. No later than thirty calendar days following the receipt of information pursuant to paragraph 1, the Commission may request additional information from the Member State where the project of common interest is planned. Any request for additional information shall be duly justified, limited to information necessary to carry out the assessment pursuant to paragraph 5, proportionate to the purpose of the request and not unduly burdensome for the Member State where the project of common interest is planned.	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 47(3), second subparagraph					
639	The Member State where the project of common interest is planned shall ensure that the additional information requested by the Commission is made available to the Commission without undue delay.		The Member State where the project of common interest is planned shall ensure that the additional information requested by the Commission is made available to the Commission without undue delay <i>no later than three months after the request.</i>	The Member State where the project of common interest is planned shall ensure that the additional information requested by the Commission is made available to the Commission without undue delay.	C
Article 47(3), third subparagraph					
640	The Member State where the project of common interest is planned may request the natural person of a third country or an undertaking of a third country to provide the information referred to in paragraph 2 and 3. The natural person of a third country or an undertaking of a third country concerned shall provide the information requested without undue delay.		The Member State where the project of common interest is planned may request the natural person of a third country or an undertaking of a third country to provide the information referred to in paragraph 2 and 3. The natural person of a third country or an undertaking of a third country concerned shall provide the information requested without undue delay <i>no</i>	The Member State where the project of common interest is planned may request the natural person of a third country or an undertaking of a third country to provide the information referred to in paragraph 2 and 3. The natural person of a third country or an undertaking of a third country concerned shall provide the information requested without undue delay.	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>later than three months after the request. The Member State shall verify that the information provided by the natural person or undertaking of the third country is correct.</i>		
Article 47(4), first subparagraph					
641	4. Where the Commission considers that the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on the trans-European transport network on grounds of security or public order, or has relevant information in relation to that participation or contribution, or the project of common interest concerned, it may issue an opinion addressed to the Member State where the project of common interest is planned.		4. Where the Commission considers that the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on the trans-European transport network on grounds of standardisation , security or public order, or has relevant information in relation to that participation or contribution, or the project of common interest concerned, it may shall issue an opinion a decision addressed to the Member State where the project of	4. Where the Commission considers that the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on the trans-European transport network on grounds of security or public order, or has relevant information in relation to that participation or contribution, or the project of common interest concerned, it may issue an opinion addressed to the Member State where the project of common interest is planned.	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			common interest is planned.		
Article 47(4), second subparagraph					
642	Critical infrastructure thereby means an asset, system or part thereof used for transport purposes and located in Member States which is essential for the maintenance of vital societal functions, health, safety, security, economic or social well-being of people, and the disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions.		Critical infrastructure thereby means an asset, system or part thereof used for transport purposes and located in Member States which is essential for the maintenance of vital societal functions, health, safety, security, defence , economic or social well-being of people, and the disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions.	Critical infrastructure thereby means an asset, system or part thereof used for transport purposes and located in Member States which is essential for the maintenance of vital societal functions, health, safety, security, economic or social well-being of people, and the disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions.	C
Article 47(5), first subparagraph					
643	5. In determining whether the participation of a natural person of a third country or an undertaking of a third country is likely to affect critical		5. In determining whether the participation of a natural person of a third country or an undertaking of a third country is likely to affect critical	5. In determining whether the participation of a natural person of a third country or an undertaking of a third country is likely to affect critical	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	infrastructure on grounds of security or public order, the Commission may consider its potential effects on, inter alia on:		infrastructure on grounds of standardisation , security or public order, the Commission may shall consider its potential effects on, inter alia on:	infrastructure on grounds of security or public order, the Commission may consider its potential effects on, inter alia on:	
Article 47(5), first subparagraph, point (a)					
644	(a) critical infrastructure and facilities critical for the operation of such infrastructure, as well as land and real estate crucial for the use of such infrastructure;			(a) critical infrastructure and facilities critical for the operation of such infrastructure, as well as land and real estate crucial for the use of such infrastructure;	C
Article 47(5), first subparagraph, point (b)					
645	(b) technologies and dual use items as defined in point 1 of Article 2 of Regulation (EU) 2021/821 ¹ essential for the functioning of critical infrastructure; ¹ . Regulation (EU) 2021/821 of the European Parliament and of the Council of 20 May 2021 setting up a Union regime for the control of exports, brokering, technical assistance, transit and			(b) technologies and dual use items as defined in point 1 of Article 2 of Regulation (EU) 2021/821¹ essential for the functioning of critical infrastructure; 1. Regulation (EU) 2021/821 of the European Parliament and of the Council of 20 May 2021 setting up a Union regime for the control of exports, brokering, technical assistance, transit and	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	transfer of dual-use items (recast) (OJ L 206, 11.6.2021, p. 1).			transfer of dual-use items (recast) (OJ L 206, 11.6.2021, p. 1).	
Article 47(5), first subparagraph, point (c)					
646	(c) supply of inputs essential for the building, operation and maintenance of critical infrastructure;			(c) supply of inputs essential for the building, operation and maintenance of critical infrastructure;	C
Article 47(5), first subparagraph, point (d)					
647	(d) access to sensitive information, including personal data, or the ability to control such information in conjunction with the building, operation and maintenance of critical infrastructure.			(d) access to sensitive information, including personal data, or the ability to control such information in conjunction with the building, operation and maintenance of critical infrastructure.	C
Article 47(5), second subparagraph					
648	In determining whether a foreign participation or contribution is likely to affect security or public order, the Commission may also take into account, in particular:		In determining whether a foreign participation or contribution is likely to affect security or public order, the Commission <i>may shall</i> also take into account, in particular:	In determining whether a foreign participation or contribution is likely to affect security or public order, the Commission may also take into account, in particular:	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 47(5), second subparagraph, point (a)					
649	(a) whether the third undertaking is directly or indirectly controlled by the government, including state bodies or armed forces, of a third country, including through ownership structure or significant funding;			(a) whether the third undertaking is directly or indirectly controlled by the government, including state bodies or armed forces, of a third country, including through ownership structure or significant funding;	C
Article 47(5), second subparagraph, point (b)					
650	(b) whether the natural person of a third country or the third undertaking have already been involved in activities affecting security or public order in a Member State; or			(b) whether the natural person of a third country or the third undertaking have already been involved in activities affecting security or public order in a Member State; or	C
Article 47(5), second subparagraph, point (c)					
651	(c) whether there is a serious risk that the natural person of a third country or the third undertaking engage in illegal or			(c) whether there is a serious risk that the natural person of a third country or the third undertaking engage in illegal or	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	criminal activities.			criminal activities.	
Article 47(6)					
652	6. The Commission may provide an opinion pursuant to paragraph 4 no later than three months following the receipt of information pursuant to paragraph 3. The opinion of the Commission shall be addressed to the Member State where the project of common interest is planned and it shall be sent to the other Member States. In case the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is a foreign direct investment as defined in point 1 of Article 2 of Regulation (EU) 2019/452 not undergoing screening by the Member State where the foreign direct investment is planned or completed, the Commission shall issue		6. The Commission may provide an opinionshall issue a decision pursuant to paragraph 4 no later than three months following the receipt of information pursuant to paragraph 3. The opiniondecision of the Commission shall be addressed to the Member State where the project of common interest is planned and it shall be sent to the other Member States. In case the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is a foreign direct investment as defined in point 1 of Article 2 of Regulation (EU) 2019/452 not undergoing screening by the Member State where the foreign direct investment is planned or completed, the	6. The Commission may provide an opinion pursuant to paragraph 4 no later than three months following the receipt of information pursuant to paragraph 3. The opinion of the Commission shall be addressed to the Member State where the project of common interest is planned and it shall be sent to the other Member States. In case the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is a foreign direct investment as defined in point 1 of Article 2 of Regulation (EU) 2019/452 not undergoing screening by the Member State where the foreign direct investment is planned or completed, the Commission shall issue	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	such opinion, where justified, pursuant to Article 8 of Regulation (EU) 2019/452.		Commission shall issue such opinion decision , where justified, pursuant to Article 8 of Regulation (EU) 2019/452.	such opinion, where justified, pursuant to Article 8 of Regulation (EU) 2019/452.	
Article 47(7)					
653	7. The Member State in which the project of common interest is planned to be implemented by, or with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country shall take utmost account of the Commission's opinion and provide an explanation to the Commission if its opinion is not followed, no later than three months following the issuance of the opinion.		7. The Member State in which the project of common interest is planned to be implemented by, or with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country shall take utmost account of the Commission's opinion and provide an explanation to the Commission if its opinion is not followed, no later than three months following the issuance of the opinion decision. In case the Commission's decision states that the foreign participation or contribution is likely to affect security or public order, the Member State	7. The Member State in which the project of common interest is planned to be implemented by, or with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country shall take utmost account of the Commission's opinion and provide an explanation to the Commission if its opinion is not followed, no later than three months following the issuance of the opinion.	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>concerned shall prohibit the foreign participation in or contribution to the project.</i>		
Article 47(8)					
654	8. Each Member State and the Commission shall establish a contact point for the implementation of this Article. Member States and the Commission shall involve those contact points on all issues relating to the implementation of this Article.			8. Each Member State and the Commission shall establish a contact point for the implementation of this Article. Member States and the Commission shall involve those contact points on all issues relating to the implementation of this Article.	C
Article 47(9)					
655	9. A secure and encrypted system shall be provided by the Commission to support direct cooperation and exchange of information between the contact points.			9. A secure and encrypted system shall be provided by the Commission to support direct cooperation and exchange of information between the contact points.	C
Article 47(10)					
656	10. Member States and the			10. Member States and the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Commission shall ensure the protection of confidential information acquired in application of this article in accordance with Union and the respective national law.			Commission shall ensure the protection of confidential information acquired in application of this article in accordance with Union and the respective national law.	C
Article 47(11)					
657	11. Member States and the Commission shall ensure that classified information provided or exchanged under this article is not downgraded or declassified without the prior written consent of the originator.			11. Member States and the Commission shall ensure that classified information provided or exchanged under this article is not downgraded or declassified without the prior written consent of the originator.	C
Article 47(12)					
658	12. Any processing of personal data pursuant to this Article shall be carried out in accordance with Regulation (EU) 2016/679 ¹ and Regulation (EU) 2018/1725 ² and only in so far as it is necessary for the screening of the participation in, or			12. Any processing of personal data pursuant to this Article shall be carried out in accordance with Regulation (EU) 2016/679 ¹ and Regulation (EU) 2018/1725 ² and only in so far as it is necessary for the screening of the participation in, or	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	contribution to, the relevant project of common interest and for ensuring the effectiveness of the cooperation provided for in this Article. Personal data related to the implementation of this Article shall be kept only for the time necessary to achieve the purposes for which they were collected. 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1). 2. Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).			contribution to, the relevant project of common interest and for ensuring the effectiveness of the cooperation provided for in this Article. Personal data related to the implementation of this Article shall be kept only for the time necessary to achieve the purposes for which they were collected. 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1). 2. Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 47a					
658a			Article 47a Military mobility		
Article 47(12a)					
658b			1. When constructing or upgrading infrastructure on the trans-European transport network, Member States shall assess the need, relevance and feasibility to go beyond the requirements set out in Chapter III, for the purpose of accommodating the weight, size or scale of military transport of troops and material.		c <u>1. When constructing or upgrading infrastructure on those parts of the trans-European transport network that overlap with the military transport network [defined in the joint Staff Working document on the updated Gap Analysis between the military requirements and the trans-European transport network requirements] Member States shall assess the need, relevance and feasibility to go beyond the requirements set out in Chapter III, for</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>the purpose of accommodating the weight, size or scale of military transport of troops and material.</u>
Article 47(12b)					
658c			2. <i>By ... [one year after the entry into force of this Regulation], the Commission shall carry out a study to identify possibilities for short-notice large-scale movements across the Union, including strategic routes, in view of improving the dual-use of the infrastructure of the trans-European transport network. The study shall provide elements for long-term infrastructure planning for dual use mobility purposes. In the course of that study, the Commission shall consult the Member States.</i>		c
Article 48					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
659	Article 48 Maintenance and project life cycle		Article 48 Maintenance and project life cycle	Article 48 Maintenance and project life cycle	
Article 48, first paragraph					
660	Member States shall ensure that:		Member States shall ensure that:	1. Without prejudice to the responsibility of the Member States regarding the planning of the maintenance of infrastructure and their competence regarding the management and the financing of the maintenance of infrastructure, and to the budgetary principle of annuality, where applicable, Member States shall ensure that make all possible efforts to ensure:	C PRES will come back with a new compromise proposal for art 48.
Article 48, first paragraph, point (a)					
661	(a) the infrastructure of the trans-European transport network is maintained in a way that it provides the same level of service and		(a) the infrastructure of the trans-European transport network is maintained in a way that it provides the same level of service and	(a) the infrastructure of the trans-European transport network is maintained in a way that it provides, during its lifetime, a high	C PRES will come back with

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	safety during its lifetime;		safety during its lifetime, <i>ensuring a forward-looking approach to maintenance work, which must be carried out to the very latest standards of user safety throughout the network. Maintenance works that result in a limitation or non-availability of rail infrastructure are managed according to the rules set out in Commission Delegated Decision (EU) 2017/2075;</i>	the same level of service and safety during its lifetime adapted to the traffic flow, and improving its resilience, and that preventive maintenance needs and estimated costs over the life-time of the trans-European transport infrastructure are taken into account in the planning phase of construction or upgrading;	a new compromise proposal for art 48.
Article 48, first paragraph, point (b)					
662	(b) long term maintenance plans including information on financing resources required to cover long-term maintenance costs of the existing and planned infrastructure are set up;			(b) long term maintenance plans including information on financing resources required to cover long term maintenance costs of the existing and planned planning for road and where relevant, for inland waterway infrastructure are set up;	C PRES will come back with a new compromise proposal for art 48.
Article 48, first paragraph, point (c)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
663	(c) maintenance needs and costs over the life-time of the infrastructure are taken into account in the planning phase of construction or upgrading;		(c) maintenance needs and costs over the life-time of the infrastructure are taken into account in from <i>feasibility studies and</i> the planning phase of construction or upgrading;	(c) maintenance needs and costs over the life-time of the infrastructure are taken into account in the planning phase of construction or upgrading;	C PRES will come back with a new compromise proposal for art 48.
Article 48, first paragraph, point (d)					
664	(d) in the case of railway infrastructure, consistency is ensured between the maintenance and renewal needs related to the development of the trans-European network for transport and reflected in the indicative rail infrastructure development strategy referred to in Article 8(1) of Directive 2012/34/EU, the business plan of the infrastructure managers concerned referred to in Article 8(3) of Directive 2012/34/EU and the contractual agreement between the competent authority and the			(d) in the case of railway infrastructure, consistency is ensured between the maintenance and renewal needs consistency between the maintenance and renewal needs in the case of railway infrastructure related to the development of the trans-European network for transport and reflected in the indicative rail infrastructure development strategy referred to in Article 8(1) of Directive 2012/34/EU, the business plan of the infrastructure managers concerned referred to in Article 8(3) of Directive	C PRES will come back with a new compromise proposal for art 48.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	infrastructure manager referred to in Article 30 of Directive 2012/34/EU.			2012/34/EU and the contractual agreement between the competent authority and the infrastructure manager referred to in Article 30 of Directive 2012/34/EU.	
Article 48, first paragraph, point (da)					
664a			<i>(da) compliance with paragraph 1, points (b) and (c) is a precondition for receiving funding from the CEF.</i>		C PRES will come back with a new compromise proposal for art 48.
Article 48, first paragraph, point (db)					
664b			<i>The Commission, in coordination with the European Coordinators, shall establish a core network monitoring plan on maintenance at European level. This monitoring plan should, among others, evaluate the compliance of Member States with the requirements set in</i>		C PRES will come back with a new compromise proposal for art 48.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>paragraph 1, study the state of play of the maintenance on the core network and identify gaps in the quality requirements of infrastructure, especially in critical infrastructure. The Commission shall provide Member States with recommendations on targeted measures to improve the maintenance of the network. The Commission shall also present progress reports every two years.</i>		
Article 49					
665	Article 49 Accessibility for all users			Article 49 Accessibility for all users	
Article 49, first paragraph					
666	Transport infrastructure shall allow seamless mobility and accessibility for all users, in particular people in situations of vulnerability including		Transport infrastructure, <i>including services connected to it</i> , shall allow seamless mobility and accessibility for all users, in particular <i>people in</i>	Trans-European transport infrastructure shall allow seamless mobility and accessibility for all users, in particular people in <i>situations of vulnerability</i>	B PRES proposes to keep the GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	persons with disabilities or reduced mobility as well as persons living in outermost regions and other remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas.		<i>situations of vulnerability including persons with disabilities or reduced mobility, older persons, as well as persons living in outermost regions and other remote, rural, insular, peripheral and mountainous regions and sparsely populated areas, as well as sparsely populated areas other people experiencing accessibility, connectivity, economic or other barriers to transport, thereby also contributing to the mitigation of transport poverty.</i>	including persons with disabilities or reduced mobility as well as persons living in outermost regions and other remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas.:	
Article 49, first paragraph a					
666a				- people in situations of vulnerability including persons with disabilities or reduced mobility; and	B PRES proposes to keep GA. GA structure accepted by EP.
Article 49, first paragraph b					
666b				- people living in	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				outermost regions and other remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas.	B PRES proposes to keep GA. GA structure accepted by EP.