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From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	14224/1/23 REV 1
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 - Presidency compromise proposals on Chapter III

In view of the Intermodal Transport Working Party on **6 November**, delegations will find attached a revised version of the four-column document with compromise proposals by the Presidency in Sections 2, 3, 4, 5, 6 and 7 of Chapter III of the above proposal.

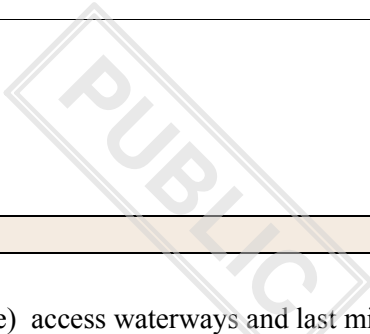
New or modified proposals have been included on the following lines: **354a, 361a, 365a (deleted), 366, 367, 374, 381, 383, 383e, 383ea, 383f, 386, 414a, 417, 417a (deleted), 418, 422, 431b, 457a, 472, 478, 501 (deleted), 503, 508, 524 (deleted), 542, 544, 548, 551, 563, 570, 571, 571a, 571b, 572, 574, 576, 578, 585 and 585b.**

On all the lines on which there are no compromise proposals, the Presidency proposes to keep the general approach.

**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 III					
252	CHAPTER III SPECIFIC PROVISIONS			CHAPTER III SPECIFIC PROVISIONS	
SECTION 2					
327	SECTION 2 Inland waterways transport infrastructure			SECTION 2 Inland waterways transport infrastructure	
Article 20					
328	Article 20 Infrastructure components			Article 20 Infrastructure components	

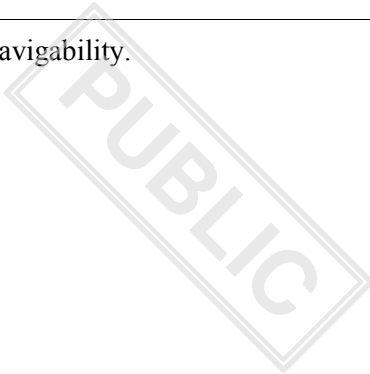
Article 20(1)				
329	1. Inland waterways infrastructure shall comprise, in particular:			1. Inland waterways infrastructure shall comprise, in particular:
Article 20(1), point (a)				
330	(a) rivers;			(a) rivers;
Article 20(1), point (b)				
331	(b) canals;			(b) canals;
Article 20(1), point (c)				
332	(c) lakes;		(c) lakes <i>and lagoons</i> ;	(c) lakes and lagoons ;
Article 20(1), point (d)				
333	(d) related infrastructure such as locks, elevators, bridges, reservoirs and associated flood and drought prevention and mitigation measures			(d) related infrastructure such as locks, elevators, bridges, reservoirs and associated flood and drought prevention and mitigation measures which may bring positive effects to inland waterway navigation;



	which may bring positive effects to inland waterway navigation;				
Article 20(1), point (e)					
334	(e) access waterways and last mile connections to multimodal freight terminals connected by inland waterways, in particular in inland and maritime ports;			(e) access waterways and last mile connections to multimodal freight terminals connected by inland waterways, in particular in inland and maritime ports;	
Article 20(1), point (f)					
335	(f) mooring and rest places;			(f) mooring and rest places;	
Article 20(1), point (g)					
336	(g) inland ports, including basic port infrastructure in the form of internal basins, quay walls, berths, jetties, docks, dykes, backfills, land reclamation and the infrastructure		(g) inland ports, including basic port infrastructure in the form of internal basins, quay walls, berths, jetties, docks, dykes, backfills, platforms , land reclamation and the infrastructure necessary	(g) inland ports, including basic port infrastructure in the form of internal basins, quay walls, berths, jetties, docks, dykes, backfills, platforms , land reclamation and the infrastructure necessary for transport operations within the port area and outside the port area;	

	necessary for transport operations within the port area and outside the port area;		for transport operations within the port area and outside the port area;		
Article 20(1), point (h)					
337	(h) associated equipment;		(h) associated equipment <i>referred to in paragraph 2</i> ;	(h) associated equipment referred to in paragraph 2 ;	
Article 20(1), point (i)					
338	(i) ICT systems for transport, including RIS;			(i) ICT systems for transport, including RIS;	
Article 20(1), point (j)					
339	(j) the connections of the inland ports to the other modes in the trans-European transport network;			(j) the connections of the inland ports to the other modes in the trans-European transport network;	
Article 20(1), point (k)					
340	(k) infrastructure related to facilities for alternative fuels as			(k) infrastructure related to facilities for alternative fuels as defined in Regulation (EU) [...] [on the deployment of	

	defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			alternative fuels infrastructure];	
Article 20(1), point (l)					
341	(l) infrastructure necessary for zero waste operations and circular economy measures.			(l) infrastructure necessary for zero waste operations and circular economy measures.	
Article 20(2)					
342	2. Equipment associated with inland waterways may include equipment for the loading and unloading of cargos and storage of goods in inland ports. Associated equipment may include, in particular, propulsion and operating systems which reduce pollution, such as water and air pollution, energy consumption and			2. Equipment associated with inland waterways may include equipment for the loading and unloading of cargos and storage of goods in inland ports. Associated equipment may include, in particular, propulsion and operating systems which reduce pollution, such as water and air pollution, energy consumption and carbon intensity. It may also include waste reception facilities, shore-side electricity power supply and other alternative fuels infrastructure for supply and generation, and used oil collection facilities as well as equipment for ice-breaking, hydrological services and dredging of the fairway, port and port approaches to ensure year-round	PRES proposes to keep GA.



	carbon intensity. It may also include waste reception facilities, shore-side electricity power supply and other alternative fuels infrastructure for supply and generation and used oil collection facilities, as well as equipment for ice-breaking, hydrological services and dredging of the fairway, port and port approaches to ensure year-round navigability.			navigability.	
Article 20(3)					
343	3. An inland port shall be part of the comprehensive network where it meets the following conditions:			3. An inland port shall In order to be part of the comprehensive network, an inland port shall meet where it meets the following conditions:	
Article 20(3), point (a)					
344	(a) it has an annual freight transshipment volume exceeding			(a) it has an annual freight transshipment volume exceeding 500,000 tonnes. The total annual freight transshipment volume	

	500,000 tonnes. The total annual freight transshipment volume shall be based on the latest available three-year average, based on the statistics published by Eurostat;			shall be based on the latest available three-year average, based on the statistics published by Eurostat;	
Article 20(3), point (b)					
345	(b) it is located on the inland waterway network of the trans-European transport network.			(b) it is located on the inland waterway network of the trans-European transport network.	
Article 21					
346	Article 21 Transport infrastructure requirements for the comprehensive network			Article 21 Transport infrastructure requirements for the comprehensive network	
Article 21(1)					
347	1. Member States shall ensure that inland ports on the comprehensive			1. Member States shall ensure that inland ports on the comprehensive network, by 31 December 2050:	

	network, by 31 December 2050:				
Article 21(1), point (a)					
348	(a) will be connected with the road or rail infrastructure;			(a) will be connected with the road or rail infrastructure;	
Article 21(1), point (b)					
349	(b) offer at least one multimodal freight terminal open to all operators and users in a non-discriminatory way and which shall apply transparent and non-discriminatory charges;			(b) offer at least one multimodal freight terminal open to all operators and users in a non-discriminatory way and which shall apply transparent and non-discriminatory charges;	
Article 21(1), point (c)					
350	(c) are equipped with facilities to improve the environmental performance of vessels in ports, including reception facilities, degassing facilities, noise reduction measures,		(c) are equipped with facilities to improve the environmental performance of vessels in ports, <i>including such as</i> reception facilities, degassing facilities, noise reduction measures, measures to reduce air	(c) are equipped with facilities to improve the environmental performance of vessels in ports, including which may include waste reception facilities, degassing facilities, noise reduction measures, measures to reduce air and water pollution.	EP accepts GA.

	measures to reduce air and water pollution.		and water pollution.		
Article 21(2)					
351	2. Member States shall ensure that alternative fuels infrastructure is deployed in inland ports in compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].			2. Member States shall ensure that alternative fuels infrastructure is deployed in inland ports in compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].	EP accepts GA.
Article 22					
352	Article 22 Transport infrastructure requirements for the core network			Article 22 Transport infrastructure requirements for the core network	
Article 22(1)					
353	1. Member States shall ensure that the inland ports of the core network meet the			1. Member States shall ensure that the inland ports of the core network meet the requirements set out in Article 21(1), points (a) and (b), by 31 December 2030	

	requirements set out in Article 21(1), points (a) and (b), by 31 December 2030 and in Article 21(1), points (c), by 31 December 2040.			and in Article 21(1), points (c), by 31 December 2040.	
Article 22(2), first subparagraph					
354	2. Member States shall ensure that the inland waterway network, including connections referred to in Article 20(1), point (e), is maintained to enable efficient, reliable and safe navigation for users by ensuring minimum waterway requirements and levels of service and by preventing the deterioration of these minimum requirements or any of its defined underlying criteria (Good Navigation Status).		2. Member States shall ensure that the inland waterway network, including connections referred to in Article 20(1), point (e), is maintained to enable efficient, reliable and safe navigation for users by ensuring minimum waterway requirements and levels of service and by preventing the deterioration of these minimum requirements, <i>and protecting and preventing deterioration of the current status of parts of the network that already exceed the minimum requirements,</i> or any of its defined underlying criteria (Good Navigation Status).	2. Member States shall ensure that the inland waterway network, including connections referred to in Article 20(1), point (e), is maintained to enable efficient, reliable and safe navigation for users by ensuring minimum waterway requirements and levels of service and by preventing the deterioration of these minimum requirements or any of its defined underlying criteria laid down in paragraph 3, point (a) and minimum levels of service requirements laid down in paragraph 3, points (b), (c) and (d) (Good Navigation Status).	<p style="background-color: #FFD700; display: inline-block; padding: 2px;">B - See also Council amendment on line 345a.</p> <p>PCY proposes to keep GA.</p>

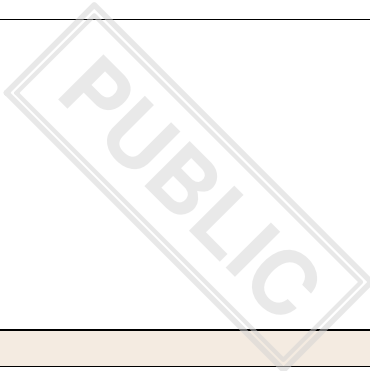
Article 22(2) second paragraph					
354a				<p>Member States shall prevent the deterioration of these minimum requirements or any of its defined underlying criteria. In case inland waterway network exceeds these minimum requirements at the date of entry into force of this Regulation, Member States shall make all possible efforts to prevent the deterioration of its status.</p>	<p>B PCY proposes to adjust the GA as follows:</p> <p>Member States shall prevent the deterioration of these minimum requirements, as well as prevent deterioration of the current status of those parts of the network that already exceed those minimum requirements, or any of its defined underlying criteria. (Good Navigation Status). In case inland waterway network exceeds these minimum requirements at the date of entry into force of this Regulation, Member States shall make all possible efforts to prevent its status.</p>
Article 22(3)					
355	3. Member States shall in particular ensure that:		3. Member States shall, by 31 December 2030 , in particular, ensure that:	3. Member States shall by 31 December 2030 in particular ensure that:	Identical EP and Council

					amendments.
Article 22(3), first subparagraph, point (a)					
356	(a) Rivers, canals, lakes, inland ports and their access routes provide a navigable channel depth of at least 2.5 m and a minimum height under non-openable bridges of at least 5.25 m at defined reference water levels, which are exceeded at a defined number of days per year on a statistical average.		(a) Rivers, canals, lakes, lagoons , inland ports and their access routes provide a navigable channel depth of at least 2.5 m and a minimum height under non-openable bridges of at least 5.25 m at defined reference water levels, which are exceeded at a defined number of days per year on a statistical average. <i>For any newly built or renovated non-openable bridge, Member States shall ensure that its height exceeds that of the lowest bridge of the river basin.</i>	(a) Rivers, canals, lakes, lagoons , inland ports and their access routes provide a navigable channel depth of at least 2.5 m and a minimum height under non-openable bridges of at least 5.25 m at defined reference water levels, which are exceeded at a defined number of days per year on a statistical average.	Identical EP and Council amendments. PCY suggests keeping GA. EP's proposal will be included as a new additional priority in article 23 in line 383ea.
Article 22(3), second subparagraph					
357	The reference water levels shall be established on the basis of the number of days per year on		The reference water levels shall be established on the basis of the number of days per year on which the	The reference water levels shall be established on the basis of the number of days per year on which the actual water level exceeded the specified reference water level. Subject to the approval of	EP accepts council GA with an adaptation of the text to include line 358: The reference water levels shall be established on the

	<p>which the actual water level exceeded the specified reference water level. The Commission shall adopt implementing acts specifying the reference water levels referred to in the previous subparagraph per river basin. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 59(3).</p>		<p>actual water level exceeded the specified reference water level. The Commission shall adopt implementing acts, <i>to be elaborated in close cooperation with such Member States and, if applicable, in consultation with river navigation commissions set up by international agreements</i>, specifying the reference water levels referred to in the previous subparagraph per <i>corridor, per river basin or per waterway section when necessary</i>. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 59(3).</p>	<p>the Member States concerned in accordance with Article 172 TFEU, the Commission shall adopt implementing acts, to be elaborated in close cooperation with such Member States and, if applicable, in consultation with river navigation commissions set up by international agreements, specifying the reference water levels referred to in the previous subparagraph per river basin corridor, per waterway or per waterway section. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 59(3). They shall be consistent with the requirements which are set out in international conventions, in agreements concluded between Member States, including in the regulations adopted by the river navigation commissions set up by such conventions and agreements.</p>	<p>basis of the number of days per year on which the actual water level exceeded the specified reference water level. Subject to the approval of the Member States concerned in accordance with Article 172 TFEU, the Commission shall adopt implementing acts, to be elaborated in close cooperation with such Member States and in consultation with the European Coordinators concerned and, if applicable, in consultation with river navigation commissions set up by international agreements, specifying the reference water levels referred to in the previous subparagraph per corridor, per waterway or per waterway section. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 59(3). They shall be consistent with the requirements which are set out in international conventions, in agreements concluded between Member States, including in the</p>
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					regulations adopted by the river navigation commissions set up by such conventions and agreements.
Article 22(3), third subparagraph					
358	When specifying the reference water levels the Commission shall take into account the requirements which are set out in international conventions and in agreements concluded between Member States.		When specifying the reference water levels the Commission shall take into account the requirements which are set out in international conventions and in agreements concluded between Member States, <i>including in the regulations adopted by the river navigation commissions set up by such conventions and agreements, and consult the European coordinators of the European transport corridors concerned.</i>	When specifying the reference water levels the Commission shall take into account the requirements which are set out in international conventions and in agreements concluded between Member States Incorporated into previous paragraph.	B PCY proposes to keep GA.
Article 22(3), point (b)					
359	(b) Member States shall publish on a website accessible to the public the number			(b) Member States shall publish on a website accessible to the public the number of days per year as referred to under in point (a) during which the actual	A PCY proposes to keep the GA.

	of days per year as referred to under point (a) during which the actual water level exceeds or does not achieve the specified reference water level for navigation channel depth as well as the average waiting times at each lock;			water level exceeds or does not achieve the specified reference water level for navigation channel depth as well as the average waiting times at each lock;	
Article 22(3), point (c)					
360	(c) operators of locks shall ensure that locks are operated and maintained in such a way that waiting times are minimised;			(c) operators of locks shall ensure that locks are operated and maintained in such a way that waiting times are minimised;	
Article 22(3), point (d)					
361	(d) rivers, canals and lakes are equipped with RIS for all services according to Directive 2005/44/EC ¹ , so as to guarantee real-time information to users across borders. _____			(d) rivers, canals, lakes and lagoons and lakes are equipped with RIS for all services according to Directive 2005/44/EC ¹ , so as to guarantee real-time information to users across borders. 1. Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p.152).	B EP accepts Council GA.



	1. Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p.152).				
Article 22(4), first subparagraph					
361a				<p>4. Upon request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in paragraph (3), point (a), shall be granted by the Commission per waterway and where appropriate per waterway section by means of implementing acts on the ground of specific geographical or significant physical constraints, or negative result of socio-economic cost-benefit analysis or potential negative impacts on environment or biodiversity, or on cultural heritage. Any such request shall be substantiated with sufficient justification. The request for exemptions shall be coordinated with the neighbouring Member State(s) where applicable. The neighbouring Member State(s) may provide an opinion to the Member State requesting the exemption. The Member State shall attach the opinion(s) of the</p>	<p>C PCY compromise proposal:</p> <p>4. Upon request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in paragraph (3), point (a), shall be granted by the Commission per waterway and where appropriate per waterway section by means of implementing acts on the ground of specific geographical or significant physical constraints, or a negative result of socio-economic cost-benefit, including significant or potential negative impacts on environment or biodiversity,</p>

				<p>neighbouring Member State(s) to its request. A Member State may request the granting of several exemptions in a single request.</p>	<p>or on cultural heritage. Any such request shall be substantiated with sufficient justification. The request for exemptions shall be coordinated with the neighbouring Member State(s) where applicable. The neighbouring Member State(s) may provide an opinion to the Member State requesting the exemption. The Member State shall attach the opinion(s) of the neighbouring Member State(s) to its request. A Member State may request the granting of several exemptions in a single request.</p>
Article 22(4), third subparagraph					
361b				<p>The Commission shall assess the request in view of the justification provided under the first subparagraph. The Commission shall take duly into account the opinion(s) of the neighbouring Member State(s) concerned.</p>	<p>C PCY proposes to keep the GA.</p>
Article 22(4), fourth subparagraph					
361c				<p>The Commission may ask additional</p>	

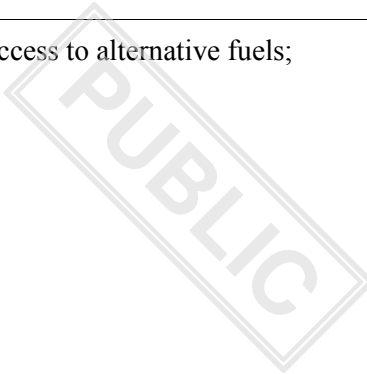
				<p>information to the Member State no later than thirty calendar days following the receipt of request pursuant to the first subparagraph. If the Commission considers that the information provided is insufficient, it may ask the Member State to supplement that information within thirty calendar days from the receipt of that information.</p>	<p>C PCY proposes to keep the GA.</p>
Article 22(4), fifth subparagraph					
361d				<p>The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has been provided by the Member States concerned pursuant to the third subparagraph, no later than 4 months following the latest receipt of such information, whichever is the latest date. In the absence of an explicit decision by the Commission within such time-limits, the exemption shall be deemed to be granted.</p>	<p>C PCY proposes to keep the GA.</p>
Article 22(3), point (de)					
361e				<p>The Commission shall inform other Member States of the exemptions granted pursuant to this Article.</p>	<p>C PCY proposes to keep the</p>

					GA.
Article 22(4)					
362	<p>4. At the request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in paragraph (3), point (a), may be granted by the Commission by means of implementing acts. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity.</p>			<p>4. At the request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in paragraph (3), point (a), may be granted by the Commission by means of implementing acts. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity. Incorporated into previous paragraphs.</p>	<p>C PCY proposes to keep the GA.</p>
Article 22(4), sixth subparagraph					
363	Deterioration of the minimum			Deterioration of the minimum requirements caused by direct human	PCY proposes to keep the GA.

	requirements caused by direct human action or by lack of diligence in the maintenance of the inland waterway network shall not be considered as a case justifying the granting of an exemption.			action or by lack of diligence in the maintenance of the inland waterway network shall not be considered as a case justifying the granting of an exemption.	
Article 22(4), third subparagraph					
364	Member States may be granted an exemption in case of force majeure. Member States shall rehabilitate the navigability conditions to the previous status as soon as the situation allows for it.			Member States may be granted an exemption in case of force majeure. Member States shall rehabilitate the navigability conditions to the previous status as soon as the situation allows for it. #Incorporated into paragraph 4a.	B - see also line 365a. PCY proposes to keep the GA.
Article 22(4), fourth subparagraph					
365	Any request for exemption shall be coordinated and agreed with the neighbouring Member State(s) where			Any request for exemption shall be coordinated and agreed with the neighbouring Member State(s) where applicable.	C - see also line 361a. PCY proposes to keep the GA.

	applicable.				
Article 22(4a.)					
365a				4a. In case of force majeure, Member States shall rehabilitate the navigability conditions to the previous status as soon as the situation allows for it.	B - see also line 364.
Article 22(5)					
366	5. The Commission shall adopt implementing acts setting out requirements complementing the minimum requirements established in accordance with paragraph (3), point (a), second subparagraph, per river basin. These requirements may be related in particular to:		5. The Commission shall adopt implementing acts setting out requirements <i>in cooperation with, where applicable, the respective river navigation commissions,</i> complementing the minimum requirements established in accordance with paragraph (3), point (a), second subparagraph, per <i>corridor, per</i> river basin <i>or per waterway section when necessary.</i> These requirements may be related in particular to:	5. The Commission shall may adopt implementing acts setting out requirements complementing the minimum requirements established in accordance with paragraph (3), point (a), second subparagraph, per river basin guidelines ensuring a coherent approach on the application of the good navigation status in the Union. These requirements may be related to guidelines may cover in particular to:	C PCY compromise proposal: “The Commission may, in close collaboration with Member States and, where applicable, river navigation commissions, adopt guidelines which shall set a coherent approach on the application of the good navigation status <u>along connected inland water way sections</u> in the Union. These guidelines may cover in particular:”
Article 22(5), first subparagraph					
367					

	(a) complementary parameters for waterways specific for free flowing rivers;			(a) complementary parameters for waterways specific for free flowing rivers;	New PRES compromise proposal. (a) complementary specific parameters for waterways specific for free flowing rivers;
Article 22(1g), first subparagraph, point (aa)					
368	(b) specifications for inland waterway infrastructure;			(b)(aa) specifications for inland waterway infrastructure complementary parameters for navigable width of channel;	B PCY proposes to keep the GA.
Article 22(5), first subparagraph, point (b)					
369	(c) specifications for infrastructure of inland ports;			(c)(b) specifications for infrastructure of inland ports;	B PCY proposes to keep the GA.
Article 22(5), first subparagraph, point (c)					
370	(d) appropriate mooring places and services for commercial users;			(d)(c) appropriate mooring places and services for commercial users;	B PCY proposes to keep the GA.
Article 22(5), first subparagraph, point (d)					
371	(e) deployment of alternative energy		(e) deployment of alternative energy	(e) deployment of alternative energy infrastructure to ensure corridor-wide	PCY proposes to keep the GA.

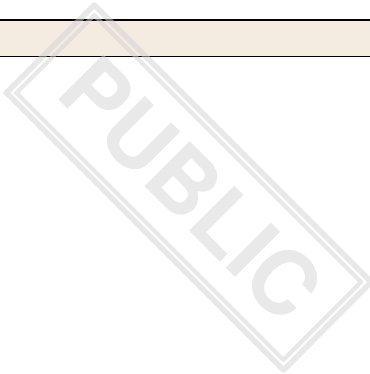


	infrastructure to ensure corridor-wide access to alternative fuels;		infrastructure to ensure corridor-wide access to alternative fuels <i>in compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure]</i> ;	access to alternative fuels;	
Article 22(5), first subparagraph, point (e)					
372	(f) requirements for digital applications of the network and automation processes;			(f) requirements for use of digital applications of the network and automation processes;	B PCY proposes to keep the GA.
Article 22(5), first subparagraph, point (g)					
373	(g) resilience of the infrastructure to climate change, natural hazards and human-made disasters or intentional disruptions;			(g) resilience of the infrastructure to climate change, natural hazards and human-made disasters or intentional disruptions;	
Article 22(5), first subparagraph, point (h)					
374	(h) introduction and promotion of new technologies and		(h) introduction and promotion of new technologies and	(h) introduction and promotion of new technologies and innovation for zero-carbon energy fuels and propulsion	B PCY proposes to amend GA:

	innovation for zero-carbon energy fuels and propulsion systems.		innovation for zero-carbon zero- and low-carbon energy fuels and propulsion systems.	systems.	(h) introduction and promotion of new technologies and innovation for zero and low carbon energy fuels and propulsion systems.
Article 22(5), second subparagraph					
375	The implementing act referred to in the first subparagraph shall be adopted in accordance with the examination procedure referred to in Article 59(3).			The implementing act referred to in the first subparagraph shall be adopted in accordance with the examination procedure referred to in Article 59(3).	C PCY proposes to keep the GA.
Article 22(6)					
376	6. The Commission shall ensure a coherent approach on the application of the good navigation status in the Union and may adopt guidelines thereto. When establishing minimum requirements for paragraphs (e) and (f), the Commission shall ensure that the		6. The Commission shall ensure a coherent approach on the application of the good navigation status in the Union and may adopt guidelines thereto. When establishing minimum requirements for paragraphs (e) and (f), the Commission shall ensure that the interoperability between	6. The Commission shall ensure a coherent approach on the application of the good navigation status in the Union and may adopt guidelines thereto. When establishing minimum requirements for paragraphs (e) and (f), the Commission shall ensure that the interoperability between river basins is not compromised.	C PCY proposes to keep the GA. Already considered in GA line 366.

	interoperability between river basins is not compromised.		<i>corridors or</i> river basins is not <i>unduly</i> compromised-		
Article 23					
377	Article 23 Additional priorities for inland waterway infrastructure development			Article 23 Additional priorities for inland waterway infrastructure development	
Article 23, first paragraph					
378	In the promotion of projects of common interest related to inland waterway infrastructures, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:			In the promotion of projects of common interest related to inland waterway infrastructures, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:	
Article 23, first paragraph, point (a)					
379	(a) where appropriate, achieving higher standards for modernising existing			(a) where appropriate, achieving higher standards for modernising existing waterways and for creating new waterways, in order to meet market	

	waterways and for creating new waterways, in order to meet market demands;			demands;	
Article 23, first paragraph, point (b)					
380	(b) prevention and mitigation measures against flooding and droughts;			(b) prevention and mitigation measures against flooding and droughts;	
Article 23, first paragraph, point (c)					
381	(c) the promotion of sustainable, safe and secure inland waterway transport, including within urban nodes;			(c) the promotion of sustainable, safe and secure improvement of digitalisation and automation processes, in particular in view of an increased safety, security and sustainability in inland waterway transport, including within urban nodes;	<p>B - See also following line 381a.</p> <p>PCY proposes to merge GA and EP proposal.</p> <p>c) improvement of digitalisation and automation processes of infrastructure and fleet, as well as the development of smart inland waterway infrastructure, in particular in view of an increased safety, security and sustainability in inland waterway transport, including within urban nodes;</p>



Article 23, first paragraph, point (ca)					
381a			<i>(ca) improvement of digitalisation and automation processes of infrastructure and fleet, as well as the development of smart inland waterway infrastructure;</i>		B - see also previous line 381. PCY proposes to keep the GA. Similar amendment.
Article 23, first paragraph, point (d)					
382	(d) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within as well as outside the port area;		(d) modernisation and expansion of the capacity of the infrastructure, including mooring and rest places and their services , necessary for transport and mobility operations within as well as outside the port area and along the waterway ;	(d) modernisation and expansion of the capacity of the infrastructure, including mooring and rest places and their services necessary for multimodal transport operations within as well as outside the port area and along the waterway ;	B EP accepts the GA.
Article 23, first paragraph, point (e)					
383	(e) promoting and developing measures to improve the environmental performance of inland waterway transport and transport		(e) promoting and developing measures to improve the environmental performance of inland waterway transport and transport infrastructure,	(e) promoting and developing measures to improve the environmental performance of inland waterway transport and transport infrastructure, including zero and low emission vessels and measures to mitigate impacts on water bodies and water-dependent biodiversity,	B PCY proposes to keep the GA. A recital to include the EP's

	infrastructure, including zero and low emission vessels and measures to mitigate impacts on water bodies and water-dependent biodiversity, in accordance with the applicable requirements under Union law or relevant international agreements.		including zero and low emission vessels <i>using alternative and renewable fuels, as well as alternative, lower-impact vessels</i> and measures to mitigate impacts on water bodies and water-dependent biodiversity, in accordance with the applicable requirements under Union law or relevant international agreements.	in accordance with the applicable requirements under Union law or relevant international agreements;	reference to vessels powered by alternative and renewable fuels as part of Zero and low emission vessels will be considered.
Article 23, first paragraph, point (f)					
383a				(f) development and use of shallow-draught inland waterway vessels suited for low water levels;	B EP accepts Council GA.
Article 23, first paragraph, point (eb)					
383b			<i>(ea) developing and deploying means to monitor fairway conditions;</i>		B PCY proposes to merge with EP's amendment in line 383 e:
Article 23, first paragraph, point (g)					
383c					

				(g) when building or upgrading inland waterways infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport;	B - see EP amendment on following line EP accepts Council GA and drops the line below.
Article 23, first paragraph, point (ed)					
383d				(eb) providing active modes infrastructure alongside waterways	B - See also Council amendment on previous line. EP drops AM, covered by the line above.
Article 23, first paragraph, point (h)					
383e				(h) promoting actions to prevent deterioration of the waterway requirements.	B PCY proposes to merge with EP's amendment in line 383 b: (h) promoting actions to prevent deterioration of the waterway requirements, including means to monitor fairway conditions;
383ea					New PRES compromise proposal (aims to address the EP AM



					in line 356): <u>Where appropriate, improving the navigation conditions along the inland waterways in the construction of new bridges, or in the renovation of non-openable bridges.</u>
Article 23, first paragraph, point (ef)					
383f			<i>(ec) By ...[two years after the entry into force of this Regulation], the Commission shall consider presenting a legislative framework, accompanied if appropriate by a legislative proposal, for facilitating cross-border commercial transport operation on inland waterways, including the development of data exchanges in order to enable cooperation mechanisms between Member States;</i>		C Possible inclusion in a recital.
Article 23, first paragraph, point (eg)					



383g			<i>(ed) Member States shall ensure that any new inland waterway infrastructure avoids, where possible, potential barrier to longitudinal and lateral connectivity of free-flowing rivers and biodiversity loss.</i>		C PRES proposes to keep GA. This is already included in Directive 2011/92, annex II.
SECTION 3					
384	SECTION 3 Maritime transport infrastructure and the European Maritime Space			SECTION 3 Maritime transport infrastructure and the European Maritime Space	
Article 24					
385	Article 24 Infrastructure components			Article 24 Infrastructure components	
Article 24(1)					
386	1. The European Maritime Space connects and integrates the maritime components		1. The European Maritime Space connects and integrates the maritime components described in paragraph 2	1. The European Maritime Space connects and integrates the maritime components described in paragraph 2 with the landside network through the creation or upgrading of short-sea shipping routes	B Presidency suggests to

	<p>described in paragraph 2 with the landside network through the creation or upgrading of short-sea shipping routes between two or more maritime ports on the Union territory or between one or more port(s) on the Union territory and a port on the territory of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union, and through the development of maritime ports on the Union territory and their hinterland connections to provide an efficient, viable and sustainable integration with other modes of transport.</p>		<p>with the landside network through the creation or upgrading of short-sea shipping routes between two or more maritime ports on the Union territory or between one or more port(s) on the Union territory and a port on the territory of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union or in the geographical area of outermost regions, and through the development of maritime ports on the Union territory and their hinterland connections to provide an efficient, viable and sustainable integration with other modes of transport.</p>	<p>between two or more maritime ports on the Union territory or between one or more port(s) on the Union territory and a port on the territory of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union, and through the development of maritime ports on the Union territory of Member States and their hinterland connections to provide an efficient, viable and sustainable integration with other modes of transport.</p>	<p>explicitly reflect the reference to outermost regions:</p> <ol style="list-style-type: none"> 1. The European Maritime Space connects and integrates the maritime components described in paragraph 2 with the landside network through the creation or upgrading of short-sea shipping routes between two or more maritime ports on the Union territory or between one or more port(s) on the Union territory and a port on the territory of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union, and through the development of maritime ports on the territory of Member States and their hinterland connections, <u>including the geographical area of outermost regions</u> to provide an efficient, viable and sustainable integration with other modes of transport.
Article 24(2)					

387	2. The European Maritime Space consists of:			2. The European Maritime Space consists of:	
Article 24(2), point (a)					
388	(a) the maritime transport infrastructure within the port area of the core and comprehensive network;			(a) the maritime transport infrastructure within the port area of the core and comprehensive network, including hinterland connectivity ;	B Presidency suggests keeping the GA
Article 24(2), point (b)					
389	(b) wider benefit actions that are not linked to specific ports and that benefit the European Maritime Space and the maritime industry widely, such as support to activities ensuring year-round navigability (icebreaking), ICT systems for transport and hydrographic surveys.			(b) wider benefit actions that are not linked to specific ports and that benefit the European Maritime Space and the maritime industry widely, such as support to activities ensuring year-round navigability (icebreaking), facilitating the transition towards sustainable maritime transport, improving the synergies between transport and energy, inter alia by fostering the role of ports as energy hubs and helping the energy transition, and ICT systems for transport and hydrographic surveys;	B Presidency suggests keeping the GA

Article 24(2), point (c)				
389a			<p>(c) the promotion of sustainable and resilient short-sea shipping links, in particular those that concentrate flows of freight in order to reduce negative external costs such as emissions and congestion from road transport within the Union and those that improve access to outermost and other remote, insular and peripheral regions through the establishment or upgrading of sustainable, regular and frequent maritime services.</p>	<p>B</p> <p>EP can accept the Council GA.</p>
Article 24(3)				
390	<p>3. Maritime transport infrastructure referred to in point (a) of paragraph 2 shall comprise, in particular:</p>		<p>3. Maritime transport infrastructure referred to in point (a) of paragraph 2 shall comprise, in particular:</p>	
Article 24(3), point (a)				
391	<p>(a) maritime ports, including the infrastructure necessary for transport operations within the port area;</p>		<p>(a) maritime ports, including the infrastructure necessary for transport operations within the port area;</p>	

Article 24(3), point (b)					
392	(b) basic port infrastructure such as internal basins, quay walls, berths, jetties, docks, dykes, backfills and land reclamation;			(b) basic port infrastructure such as internal basins, quay walls, berths, platforms , jetties, docks, dykes, backfills, and land reclamation;	B EP accepts the Council GA.
Article 24(3), point (c)					
393	(c) sea canals;			(c) sea canals;	
Article 24(3), point (d)					
394	(d) navigational aids;			(d) navigational aids;	
Article 24(3), point (e)					
395	(e) port approaches, fairways and locks;			(e) port approaches, fairways and locks;	
Article 24(3), point (f)					
396	(f) breakwaters;			(f) breakwaters;	
Article 24(3), point (g)					
397	(g) the connections of			(g) the connections of the ports to the	

	the ports to the trans-European transport network of the other modes of transport;			trans-European transport network of the other modes of transport;	B EP accepts the Council GA.
Article 24(3), point (h)					
398	(h) ICT systems for transport, including EMSWe and VT MIS;			(h) ICT systems for transport, including EMSWe and VT MIS;	
Article 24(3), point (i)					
399	(i) infrastructure related to facilities for alternative fuels as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			(i) infrastructure related to facilities for alternative fuels as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	B EP accepts the Council GA.
Article 24(3), point (j)					
400	(j) associated equipment, which may include, in particular, equipment for traffic and cargo management, for the reduction of negative effects on the		(j) associated equipment, which may include, in particular, equipment for traffic and cargo management, for the reduction of negative effects on the environment, for	(j) associated equipment, which may include, in particular, equipment for traffic and cargo management, for the reduction of negative effects on the environment, including for zero waste operations and circular economy measures , for improving energy efficiency, for the reduction of noise, and	B PRES proposes to include EP's proposal. (j) associated equipment, which may include, in

	environment, for improving energy efficiency, for the reduction of noise, and for the use of alternative fuels, as well as equipment to ensure year-round navigability, including ice-breaking, hydrological surveys, and for capital dredging and protection of the port and port approaches;		improving energy efficiency, for the reduction of noise, and for the use of alternative fuels, as well as equipment to ensure year-round navigability, including ice-breaking, hydrological surveys, and for <i>capital</i> -dredging and protection of the port and port approaches;	for the use of alternative fuels, as well as equipment to ensure year-round navigability, including ice-breaking, hydrological surveys, and for capital dredging and protection of the port and port approaches;	particular, equipment for traffic and cargo management, for the reduction of negative effects on the environment, including for zero waste operations and circular economy measures, for improving energy efficiency, for the reduction of noise, and for the use of alternative fuels, as well as equipment to ensure year-round navigability, including ice-breaking, hydrological surveys, and for dredging and protection of the port and port approaches;
Article 24(3), point (k)					
401	(k) infrastructure necessary for zero waste operations and circular economy measures.			(k) infrastructure necessary for zero waste operations and circular economy measures facilitating port activities related to offshore wind farms and renewable energy.	B Presidency compromise proposal: (k) infrastructure facilitating port activities related to renewable energy, including offshore wind farms.
Article 24(3), point (ka)					

401a			<i>(ka) dual-use infrastructure utilised for civilian and military purposes.</i>		<p>C</p> <p>PCY proposes to keep GA. This is implicitly considered in article 47a.</p>
Article 24(4)					
402	4. A maritime port shall be part of the comprehensive network where at least one of the following conditions is met:			4. A maritime port shall In order to be part of the comprehensive network, a maritime port shall meet where at least one of the following conditions is met :	<p>B</p> <p>EP accepts the Council GA.</p>
Article 24(4), point (a)					
403	(a) its total annual passenger traffic volume exceeds 0.1% of the total annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;			(a) its total annual passenger traffic volume exceeds 0.1% of the total annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;	

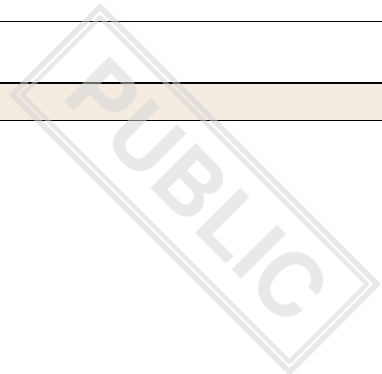
Article 24(4), point (b)					
404	(b) its total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;			(b) its total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;	
Article 24(4), point (ba)					
404a				(ba) its total annual cargo volume – for bulk and /or for non-bulk cargo handling – exceeds annually 500.000 tonnes and its contribution to the diversification of EU energy supplies and to the acceleration of the roll-out of renewable energies is one of the main activities of the port. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat.	C Presidency suggests keeping the GA

Article 24(4), point (c)					
405	(c) it is located on an island and provides the sole point of access to a NUTS 3 region in the comprehensive network;		(c) it is located on an island and provides the sole point of access to a NUTS 3 region in the comprehensive network;	(c) it is located on an island and provides the sole point of access to a NUTS 3 region in the comprehensive network within the meaning of Article 3 of Regulation 1059/2003¹ ; 1. Regulation (EC) No 1059/2003 of the European Parliament and of the Council of 26 May 2003 on the establishment of a common classification of territorial units for statistics (NUTS)	B Presidency suggests keeping the GA.
Article 24(4), point (d)					
406	(d) it is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.			(d) it is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.	
Article 24(4), point (da)					
406a			<i>(da) it is included in the list set out in Annex II due to its geostrategic importance for the Union.</i>		B Presidency suggests keeping the GA. Linked with Article 58.

Article 25					
407	Article 25 Transport infrastructure requirements for the comprehensive network			Article 25 Transport infrastructure requirements for the comprehensive network	
Article 25(1)					
408	1. Member States shall ensure that:			1. Member States shall ensure that:	
Article 25(1), point (a)					
409	(a) alternative fuels infrastructure is deployed in maritime ports of the comprehensive network in full compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			(a) alternative fuels infrastructure is deployed in maritime ports of the comprehensive network in full compliance accordance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	A
Article 25(1), point (b)					
410	(b) maritime ports of			(b) maritime ports of the comprehensive	

	<p>the comprehensive network are equipped with the necessary infrastructure to improve the environmental performance of ships in ports, among others reception facilities for the delivery of waste from ships in accordance with Directive (EU) 2019/883 of the European Parliament and of the Council¹;</p> <p>¹. Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC (OJ L 151, 7.6.2019, p. 116).</p>			<p>network are equipped with the necessary infrastructure to improve the environmental performance of ships in ports, among others in particular reception facilities for the delivery of waste from ships in accordance with Directive (EU) 2019/883 of the European Parliament and of the Council¹;</p> <p>¹. Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC (OJ L 151, 7.6.2019, p. 116).</p>	<p>A</p>
<p>Article 25(1), point (c)</p>					
<p>411</p>	<p>(c) VTMISS and SafeSeaNet are implemented in accordance with Directive</p>			<p>(c) VTMISS and SafeSeaNet are implemented in accordance with Directive 2002/59/EC;</p>	

	2002/59/EC;				
Article 25(1), point (d)					
412	(d) maritime national single windows are implemented in accordance with the Regulation (EU) 2019/1239.			(d) maritime national single windows are implemented in accordance with the Regulation (EU) 2019/1239.	
Article 25(2)					
413	2. Member States shall ensure that, by 31 December 2050:			2. Member States shall ensure that, by 31 December 2050:	
Article 25(2), point (a)					
414	(a) maritime ports of the comprehensive network will be connected with the rail and road infrastructure and, where possible, inland waterways, except where specific geographic or significant physical constraints prevent such connection;		(a) maritime ports of the comprehensive network will be connected with the rail and road infrastructure and, where possible, <i>with</i> inland waterways, <i>except where specific geographic or significant physical constraints prevent such connection;</i>	(a) maritime ports of the comprehensive network will be with a total annual cargo volume of more than 2 million tons are connected with the rail and road infrastructure and, where possible, inland waterways, except where specific geographic or significant physical constraints prevent such connection. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;	C Presidency suggests keeping the GA.



Article 25(2), point (aa)					
414a			<i>(aa) the requirement of a rail connection shall not apply to maritime ports located on islands without a rail network;</i>		<p>C Presidency suggests accepting EP's proposal, but including it in article 63 on exemptions (line 789)</p> <p>[(aa) the requirement of a rail connection shall not apply to maritime ports located on islands without a rail network;]</p>
Article 25(2), point (b)					
415	(b) any maritime port of the comprehensive network that serves freight traffic offers at least one multimodal freight terminal which is open to all operators and users in a non-discriminatory way and which applies transparent and non-discriminatory charges;		(b) any maritime port of the comprehensive network that serves freight traffic offers at least one multimodal freight terminal <i>inside the port or in its vicinity with a direct rail connection</i> , which is open to all operators and users in a non-discriminatory way and which applies transparent and non-discriminatory charges;	(b) any maritime port of the comprehensive network that serves freight traffic offers at least one multimodal freight terminal which is open to all operators and users in a non-discriminatory way and which applies transparent and non-discriminatory charges;	<p>B PRES suggests keeping GA.</p>

Article 25(2), point (c)					
416	(c) sea canals, port fairways and estuaries connect two seas, or provide access from the sea to maritime ports and correspond at least to inland waterways that meet the requirements of Article 22;			(c) sea canals, port fairways and estuaries which connect two seas, or which provide access from the sea to maritime ports and correspond at least to inland waterways that meet the requirements of Article 22;	A
Article 25(2), point (d)					
417	(d) maritime ports of the comprehensive network connected to inland waterways are equipped with dedicated handling capacity for inland waterway vessels.		(d) maritime ports of the comprehensive network connected to inland waterways are equipped with dedicated handling capacity for inland waterway vessels.	(d) maritime ports of the comprehensive network connected to inland waterways are equipped with dedicated handling capacity for inland waterway vessels.	PRES suggests including EP'amendment (d) maritime ports of the comprehensive network connected to inland waterways are equipped with handling capacity for inland waterway vessels.
Article 25(2), point (da)					
417a			<i>(da) Member States shall designate the entity responsible for the implementation of</i>		C

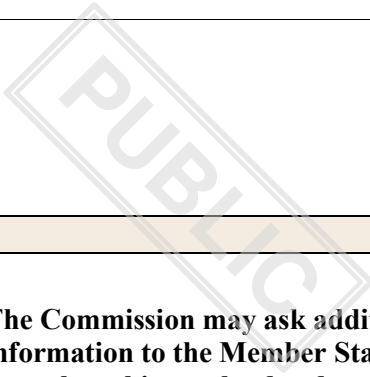
			<i>paragraph 2, points (a) and (b), based on each port's governance and existing rail network structure.</i>		
Article 25(2), point (db)					
417b				The obligation to ensure the connection referred to in point (a) of the first subparagraph shall not apply where specific geographic or significant physical constraints prevent such connection.	C Presidency suggests keeping the GA. Line 414a, if considered, should follow this line.
Article 25(3), first subparagraph					
418	3. At the request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in paragraph (2), may be granted by the Commission by means of implementing acts. Any request for exemption shall be based on a socio-economic cost-benefit			3. At the Upon a request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in the first subparagraph of paragraph (2), may shall be granted by the Commission by means of implementing acts. Any request for exemption shall be based on a on the ground of specific geographical or significant physical constraints or negative result of socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity or potential negative	C Presidency compromise proposal: Upon request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in the first subparagraph of paragraph (2), shall be granted by the Commission by means of implementing act on the

	analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity.			impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification. A Member State may request the granting of several exemptions in a single request.	ground of specific geographical or significant physical constraints or a negative result of socio-economic cost-benefit analysis, or potential including significant negative impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification. A Member State may request the granting of several exemptions in a single request.
Article 25(3), second subparagraph					
418a				The Commission shall assess the request in view of the justification provided under the first subparagraph.	C Presidency suggests keeping the GA.
Article 25(3), third subparagraph					
418b				The Commission may ask additional information to the Member State no later than thirty calendar days following the receipt of request pursuant to the first subparagraph. If the Commission considers that the information provided is insufficient, it	C Presidency suggests keeping the GA.

				may ask the Member State to supplement that information within thirty calendar days from the receipt of that information.	
Article 25(3), fourth subparagraph					
418c				The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has been provided by the Member States concerned pursuant to the third subparagraph, no later than 4 months following the latest receipt of such information, whichever is the latest date. In the absence of an explicit decision by the Commission within such time-limits, the exemption shall be deemed to be granted.	C Presidency suggests keeping the GA.
Article 25(3), fifth subparagraph					
418d				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C Presidency suggests keeping the GA.
Article 26					
419					

	Article 26 Transport infrastructure requirements for the core network			Article 26 Transport infrastructure requirements for the core network	
Article 26(1)					
420	1. Member States shall ensure that the maritime transport infrastructure of the core network complies with Article 25(1).			1. Member States shall ensure that the maritime transport infrastructure of the core network complies with Article 25(1).	
Article 26(2)					
421	2. Member States shall ensure that the maritime transport infrastructure of the core network meets the requirements set out in Article 25(2) by 31 December 2030.			2. Member States shall ensure that the maritime transport infrastructure of the core network meets the requirements set out in Article 25(2) by 31 December 2030.	
Article 26(3)					
422	3. At the request of a Member State, in duly justified cases,			3. At the Upon request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in	C

	<p>exemptions from the minimum requirements referred to in paragraph (2), may be granted by the Commission by means of implementing acts. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity.</p>			<p>paragraph (2), mayshall be granted by the Commission by means of implementing acts. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of or negative result of socio-economic cost-benefit analysis or potential negative impacts on environment and/or biodiversity. Any such request shall be substantiated with sufficient justification. A Member State may request the granting of several exemptions in a single request.</p>	<p>New Presidency compromise proposal</p> <p>3. Upon request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in paragraph (2), shall be granted by the Commission by means of implementing acts on the ground of <u>specific geographical or significant physical constraints or</u> a negative result of socio-economic cost-benefit analysis, or potential including significant negative impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification. A Member State may request the granting of several exemptions in a single request.</p>
Article 26(3a)					
422a				<p>The Commission shall assess the request in view of the justification provided under the first subparagraph.</p>	C



					Presidency suggests keeping the GA.
Article 26(3b)					
422b				The Commission may ask additional information to the Member State no later than thirty calendar days following the receipt of request pursuant to the first subparagraph. If the Commission considers that the information provided is insufficient, it may ask the Member State to supplement that information within thirty calendar days from the receipt of that information.	C Presidency suggests keeping the GA.
Article 26(3c)					
422c				The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has been provided by the Member States concerned pursuant to the third subparagraph, no later than 4 months following the latest receipt of such information, whichever is the latest date. In the absence of an explicit decision by the Commission within such	C Presidency suggests keeping the GA.

				time-limits, the exemption shall be deemed to be granted.	
Article 26(3d)					
422d				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C Presidency suggests keeping the GA.
Article 27					
423	Article 27 Additional priorities for maritime infrastructure development			Article 27 Additional priorities for maritime infrastructure development and the European Maritime Space	B
Article 27, first paragraph					
424	In the promotion of projects of common interest related to maritime infrastructure, and in addition to the priorities set out in Articles 12 and 13, attention shall be given to the			In the promotion of projects of common interest related to maritime infrastructure and the European Maritime Space , and in addition to the priorities set out in Articles 12 and 13, attention shall be given to the following:	B Presidency suggests keeping the GA.

	following:				
Article 27, first paragraph, point (a)					
425	(a) upgrading maritime access, such as breakwaters, sea channels, fairways, locks, capital dredging and navigational aids;		(a) upgrading maritime access, such as breakwaters, sea channels, fairways, locks, capital dredging and navigational aids;	(a) upgrading maritime access, such as breakwaters, sea channels, fairways, locks, capital dredging and navigational aids;	PRES proposes to include EP's proposal (a) upgrading maritime access, such as breakwaters, sea channels, fairways, locks, dredging and navigational aids;
Article 27, first paragraph, point (b)					
426	(b) construction or upgrading basic port infrastructure, such as internal basins, quay walls, berths, jetties, docks, dykes, backfills and land reclamation;		(b) construction, maintenance or upgrading basic port infrastructure, such as internal basins, sustainable alternative fuels infrastructure , quay walls, berths, jetties, docks, dykes, backfills and land reclamation;	(b) construction or upgrading basic port infrastructure, such as internal basins, quay walls, berths, platforms , jetties, docks, dykes, backfills and land reclamation;	PRES compromise proposal: (b) construction or upgrading basic port infrastructure, such as internal basins, alternative fuels infrastructure, quay walls, berths, platforms, jetties, docks, dykes, backfills and land reclamation;
Article 27, first paragraph, point (ba)					
426a				(ba) the improvement of the interconnection infrastructure, equipment and systems defined in	B

Article 36;

PUBLIC

Presidency compromise proposal accepting EP's proposal merging with 426b

(ba) the improvement of the interconnection infrastructure, equipment and systems defined in Article 36; as well as modernisation and expansion of the capacity of the rail infrastructure necessary for transport operations in or adjacent to the port area, if needed for connection to the trans-European rail network.

Article 27, first paragraph, point (bb)

426b

(ba) modernisation and expansion of the capacity of the rail infrastructure necessary for transport operations within, as well as outside, the port area;

B

Article 27, first paragraph, point (c)

427

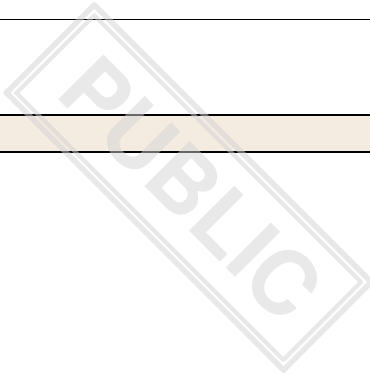
(c) improvement of digitalisation and automation processes,

(c) improvement of digitalisation and automation processes, in particular in view of an increased safety, security,

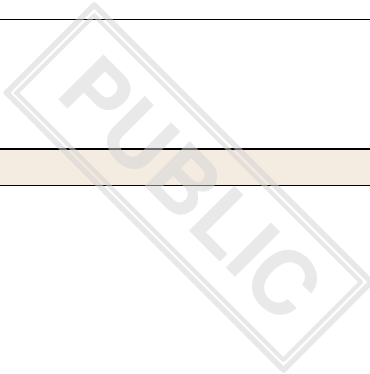
B

	in particular in view of an increased safety, security and sustainability;			efficiency and sustainability;	Presidency suggests keeping the GA.
Article 27, first paragraph, point (d)					
428	(d) introduction and promotion of new technologies and innovation for zero and low carbon energy fuels and propulsion systems;		(d) introduction and promotion of new technologies and innovation for zero and low carbon energy fuels and propulsion systems, including wind propulsion ;	(d) introduction and promotion of new technologies and innovation for zero innovation, as well as renewable and low carbon energy fuels and propulsion systems ;	B Presidency suggests keeping the GA.
Article 27, first paragraph, point (e)					
429	(e) improve the resilience of the logistic chains and international maritime trade, including in relation to climate adaptation;			(e) improve improvement of the resilience of the logistic chains and international maritime trade, including in relation to climate adaptation;	A Presidency suggests keeping the GA.
Article 27, first paragraph, point (f)					
430	(f) noise reduction and energy efficiency measures;			(f) noise reduction and energy efficiency measures;	

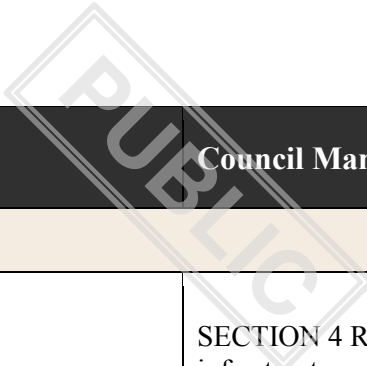
Article 27, first paragraph, point (g)				
431	(g) promoting zero and low emission vessels serving and operating short-sea shipping links, and developing measures to improve the environmental performance of maritime transport for port call or supply chain optimisation in accordance with the applicable requirements under Union law or relevant international agreements.		(g) promoting zero and low emission vessels serving and operating short-sea shipping links, and developing measures to improve the environmental performance of maritime transport for port call and supply chain optimisation in accordance with the applicable requirements under Union law or relevant international agreements.	<p>(g) promoting zero and low emission vessels serving and operating short-sea shipping links, and developing measures to improve the environmental performance of maritime transport for port call or supply chain optimisation in accordance with the applicable requirements under Union law or relevant international agreements., including the use of eco-incentives schemes;</p> <p>B</p> <p>Presidency suggests merging EP and Council proposals:</p> <p>g) promoting zero and low emission vessels serving and operating short-sea shipping links, and developing measures to improve the environmental performance of maritime transport for port call and supply chain optimisation in accordance with the applicable requirements under Union law or relevant international agreements., including such as the use of eco-incentives schemes;</p> <p>Together with this, possible inclusion in Article 4, objectives, line 152, and Article 44: Line 614</p>
Article 27, first paragraph, point (h)				
431a				<p>(h) actions referred to in points (b) and (c) of Article 24(2).</p> <p>B</p> <p>Presidency suggests keeping</p>



					the GA.
Article 27, first paragraph, point (gb)					
431b			<i>(ga) promoting ferry transport as a sustainable mode of passenger transport, including in urban nodes, where applicable;</i>		B New PRES compromise proposal: (ga) promoting zero and low emission ferry transport as a sustainable mode of passenger transport
Article 27, first paragraph, point (gc)					
431c			<i>(gb) improving infrastructure with the aim of increasing the share of freight, including for short-sea shipping links, that transfers from road and air transport to maritime or inland waterways and rail transport, in order to reduce negative external costs such as emissions and congestion;</i>		B PRES compromise proposal including an adapted EP's proposal, to be included in article 43.1 in order to stimulate the sustainable freight transport services as a whole: (gb) actions aimed to increase the share of freight, including for short-sea shipping links, that transfers from road and air transport to maritime or inland waterways and rail transport,



					in order to reduce negative external costs such as emissions and congestion
Article 27, first paragraph, point (gd)					
431d			<i>(gc) improving access to outermost and other remote, insular and peripheral regions.</i>		B PRES suggests including EP's proposal: (gc) improving access to outermost and other remote, insular and peripheral regions.



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
SECTION 4					
432	SECTION 4 Road transport infrastructure			SECTION 4 Road transport infrastructure	
Article 28					
433	Article 28 Infrastructure components			Article 28 Infrastructure components	
Article 28(1)					
434	1. Road transport infrastructure shall comprise, in particular:			1. Road transport infrastructure shall comprise, in particular:	
Article 28(1), point (a)					
435	(a) roads including:			(a) roads including:	
Article 28(1), point (a)(i)					
436	(i) bridges;			(i) bridges;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 28(1), point (a)(ii)					
437	(ii) tunnels;			(ii) tunnels;	
Article 28(1), point (a)(iii)					
438	(iii) junctions;			(iii) junctions;	
Article 28(1), point (a)(iv)					
439	(iv) crossings;			(iv) crossings;	
Article 28(1), point (a)(v)					
440	(v) interchanges;			(v) interchanges;	
Article 28(1), point (a)(vi)					
441	(vi) hard shoulders;			(vi) hard shoulders;	
Article 28(1), point (a)(vii)					
442	(vii) parking and rest areas, including safe and secure parking areas for commercial vehicles;			(vii) parking and rest areas, including safe and secure parking areas for commercial vehicles;	B - See also line 450c. PCY proposes to keep the GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 28(1), point (a)(viii)					
443	(viii) weigh in motion systems;			(viii) weigh in motion systems;	B - See also line 446. PCY proposes to keep the GA.
Article 28(1), point (a)(ix)					
444	(ix) infrastructure related to facilities for alternative fuels in full compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			(ix) infrastructure related to facilities for alternative fuels in full compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	B - See also line 450a. PCY proposes to keep the GA.
Article 28(1), point (a)(x)					
445	(x) infrastructure mitigating impact on environment;		(x) infrastructure mitigating impact on environment, <i>including fauna preservation or noise mitigation technologies;</i>	(x) infrastructure mitigating impact on environment;	B PRES proposes to include EP amendment (x) infrastructure mitigating impact on environment, including solutions for fauna preservation or noise mitigation;

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 28(1), point (b)					
446	(b) associated equipment;			(b) associated equipment, including, weigh in motion systems;	B - see also line 443. PCY proposes to keep the GA
Article 28(1), point (c)					
447	(c) ICT systems for transport;			(c) digital infrastructure and ICT systems for transport;	B PCY proposes to keep the GA.
Article 28(1), point (d)					
448	(d) access routes and last mile connection to multimodal freight terminals;			(d) access routes and last mile connection to multimodal freight terminals;	B PCY proposes to keep the GA.
Article 28(1), point (e)					
449	(e) connections of the freight terminals and logistic platforms to the other modes in the trans-European transport network;		(e) connections of the freight terminals and logistic platforms to the other modes in the trans-European transport network;	(e) connections of the freight terminals and logistic platforms to the other modes in the trans-European transport network;	B PRE proposes to keep GA. Linked to line 118 definition of logistic platforms.
Article 28(1), point (f)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
450	(f) bus terminals.			(f) bus terminals;	
Article 28(1), point (g)					
450a				(g) infrastructure related to facilities for alternative fuels;	B - see also line 444. PCY proposes to keep the GA.
Article 28(1), point (fb)					
450b			<i>(fa) access routes and last mile connection to multimodal passenger hubs, including infrastructure for active modes.</i>		B PRES suggests keeping GA. The proposal of EP will be considered in section 7 (urban nodes).
Article 28(1), point (h)					
450c				(h) parking and rest areas, including safe and secure parking areas for commercial vehicles.	B - see also line 442. PRES suggests keeping GA.
Article 28(2)					
451	2. The roads referred to in			2. The roads referred to in	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	point (a) of paragraph 1 are those which play an important role in long-distance freight and passenger traffic, integrate the main urban and economic centres and interconnect with other transport modes.			point (a) of paragraph 1 and indicated in Annex I are those which play an important role in long-distance freight and passenger traffic, integrate the main urban and economic centres centers and interconnect with other transport modes.	B EP accepts GA. Minor grammatical correction. 2. The roads referred to in point (a) of paragraph 1 and indicated in Annex I are those which play an important role in long-distance freight and passenger traffic, integrate the main urban and economic centres and interconnect with other transport modes.
Article 28(3)					
452	3. Equipment associated with roads may include, in particular, equipment for traffic management, information and route guidance, for the levying of tolls or user charges, for safety, for reducing negative environmental effects, for refuelling or recharging of vehicles with alternative propulsion, and for safe and			3. Equipment associated with roads may include, in particular, equipment for traffic management, information and route guidance, for the levying of tolls or user charges, for safety, for reducing negative environmental effects, for refuelling or recharging of vehicles with alternative propulsion, and for safe and	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	secure parking areas for commercial vehicles.			secure parking areas for commercial vehicles.	
Article 29					
453	Article 29 Transport infrastructure requirements for the comprehensive network			Article 29 Transport infrastructure requirements for the comprehensive network	
Article 29(1)					
454	1. Member States shall ensure that:			1. Member States shall ensure that:	
Article 29(1), point (a)					
455	(a) the safety of road transport infrastructure is ensured, monitored and, when necessary, improved in accordance with Directive 2008/96/EC of the European Parliament and of the Council ¹ ; 1. Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety		(a) the safety of road transport infrastructure is ensured, monitored and, when necessary, improved in accordance with Directive 2019/1936 amending Directive 2008/96/EC of the European Parliament and of the Council ¹ ; 1. Directive 2008/96/EC of the European Parliament and of the	(a) the safety of road transport infrastructure is ensured, monitored and, when necessary, improved in accordance with Directive 2008/96/EC of the European Parliament and of the Council ¹ ; 1. Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety	PRES proposes the following adaptation: (a) the safety of road transport infrastructure is ensured, monitored and, when necessary, improved in accordance with Directive 2008/96/EC of the European Parliament and of the Council ¹ ; _____

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	management (OJ L 319, 29.11.2008, p. 59).		Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).	management (OJ L 319, 29.11.2008, p. 59).	1. Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).
Article 29(1), point (b)					
456	(b) the roads are designed, built or upgraded and maintained with the highest level of safety of traffic through, in particular, the implementation of the latest technologies;			(b) the roads are designed, built or upgraded and maintained with the highest high level of safety of traffic through, in particular, the implementation of the latest technologies;	B PRES proposes to keep GA Linked to maintenance. Leave it open for the moment. Pending from art 48
Article 29(1), point (c)					
457	(c) the roads are designed, built or upgraded and maintained with the highest level of environmental protection, including as appropriate through low noise road surfaces and the collection, treatment and release of water run-off;			(c) the roads are designed, built or upgraded and maintained with the highest high level of environmental protection, including as appropriate through low-noise road surfaces reduction measures and the collection, treatment and release of water run-off;	B PRES proposes to keep GA Associated with line 457a Possible inclusion in art 5 to be applied to all modes of transports.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 29(1), point (ca)					
457a			<i>(ca) the roads are designed, built or upgraded and maintained with the most resource-efficient and climate-proof materials;</i>		<p>B PRES would suggest keeping GA.</p> <p>Possible inclusion in a recital or in art 5 as a general priority, potentially integrating after line 182.</p>
Article 29(1), point (d)					
458	<p>(d) road tunnels over 500 m in length comply with Directive 2004/54/EC of the European Parliament and of the Council¹;</p> <p>¹ Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network (OJ L 167, 30.4.2004, p. 39).</p>			<p>(d) road tunnels over 500 m in length comply with Directive 2004/54/EC of the European Parliament and of the Council¹;</p> <p>¹ Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network (OJ L 167, 30.4.2004, p. 39).</p>	
Article 29(1), point (e)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
459	<p>(e) where applicable, the interoperability of toll collection systems is ensured in accordance with Directive (EU) 2019/520 of the European Parliament and of the Council¹ and with Commission Implementing Regulation C/2019/9080² and Commission Delegated Regulation C/2019/8369³;</p> <p>1. Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45). 2. Commission Implementing Regulation (EU) 2020/204 of 28 November 2019 on detailed obligations of European Electronic Toll Service providers, minimum content of the European Electronic Toll Service domain statement, electronic interfaces, requirements for interoperability constituents and repealing Decision 2009/750/EC (OJ L 43, 17.2.2020, p. 49). 3. Commission Delegated Regulation (EU) 2020/203 of 28 November 2019 on classification</p>			<p>(e) where applicable, the interoperability of toll collection systems is ensured in accordance with Directive (EU) 2019/520 of the European Parliament and of the Council¹ and with Commission Implementing Regulation C/2019/9080² and Commission Delegated Regulation C/2019/8369³;</p> <p>1. Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45). 2. Commission Implementing Regulation (EU) 2020/204 of 28 November 2019 on detailed obligations of European Electronic Toll Service providers, minimum content of the European Electronic Toll Service domain statement, electronic interfaces, requirements for interoperability constituents and repealing Decision 2009/750/EC (OJ L 43, 17.2.2020, p. 49). 3. Commission Delegated Regulation (EU) 2020/203 of 28 November 2019 on classification</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	of vehicles, obligations of European Electronic Toll Service users, requirements for interoperability constituents and minimum eligibility criteria for notified bodies (OJ L 43, 17.2.2020, p. 41).			of vehicles, obligations of European Electronic Toll Service users, requirements for interoperability constituents and minimum eligibility criteria for notified bodies (OJ L 43, 17.2.2020, p. 41).	
Article 29(1), point (f)					
460	<p>(f) where applicable, the tolls or user charges are levied in accordance with Directive 1999/62/EC of the European Parliament and of the Council¹;</p> <p>1. Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42).</p>			<p>(f) where applicable, the tolls or user charges are levied in accordance with Directive 1999/62/EC of the European Parliament and of the Council¹;</p> <p>1. Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999,- p. 42).</p>	
Article 29(1), point (g)					
461	<p>(g) any intelligent transport system on road transport infrastructure complies with Directive (EU) [...] on the framework for the</p>			<p>(g) any intelligent transport system on road transport infrastructure complies with Directive (EU) [...] on the framework for the</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>deployment of Intelligent Transport Systems and is deployed in a manner consistent with delegated acts adopted under that Directive¹;</p> <p>1. Directive 2021/... revising Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport] (OJ L [...]).</p>			<p>deployment of Intelligent Transport Systems and is deployed in a manner consistent with delegated acts adopted under that Directive ¹; ⁺₅</p> <p>1. Directive 2021/... revising Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport] (OJ L [...]).</p>	
Article 29(1), point (h)					
462	<p>(h) alternative fuels infrastructure is deployed on the road network in full compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].</p>			<p>(h) alternative fuels infrastructure is deployed on the road network in full compliance with the requirements of accordance with Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].</p>	<p>A</p> <p>PRES suggests to keep GA</p>
Article 29(1), point (ha)					
462a					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>Ia. Within a year after the entry into force of this Regulation, the Commission, in line with Article 6c of the Road Infrastructure Safety management Directive, shall consider adopting implementing acts to establish common specifications, relating to Member States' procedures aiming at ensuring the operational use of their road markings and road signs, with regard to the effective readability and detectability of road markings and road signs for human drivers and automated driver assistance systems. These specifications shall include minimum performance requirements on the visibility and state of the traffic signs, signals, and road markings.</i></p>		<p>c</p> <p>PRES suggests keeping GA. Out of the scope of this regulation.</p>
Article 29(2)					
463					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	2. Member States shall ensure that by 31 December 2050 the road infrastructure of the comprehensive network meets the following requirements:			2. Member States shall ensure that by 31 December 2050 the road infrastructure roads referred in Article 28 (1)(a) of the comprehensive network meets the following requirements:	B PRES suggests keeping GA.
Article 29(2), point (a)					
464	(a) the road is specially designed, built or upgraded for motor traffic and:		(a) the road is specially designed, built or upgraded for motor traffic, as well as sufficiently maintained , and:	(a) the road is specially designed, built or upgraded for motor traffic and:	C PRES suggests keeping GA.
Article 29(2), point (a)(i)					
465	(i) provides, except at special points or temporarily, separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or, exceptionally, by other means;		(i) provides, except at special points or temporarily, separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or, exceptionally , by other means guaranteeing the same level of safety ;	(i) provides, except at special points or temporarily, separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or, exceptionally, by other means;	C Pres suggest keeping the GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 29(2), point (a)(ii)					
466	(ii) does not cross at grade with any road, railway or tramway track, bicycle path or footpath; and			(ii) does not cross at grade with any road, railway or tramway track, bicycle path or footpath; and	C PRES suggests keeping GA.
Article 29(2), point (a)(iii)					
467	(iii) does not serve properties bordering on it.			(iii) does not serve properties bordering on it.	C PRES suggests keeping GA.
Article 29(2), point (b)					
468	(b) rest areas are available at a maximum distance of 60 km from each other, providing sufficient parking space, safety and security equipment, and appropriate facilities, including sanitary facilities, that meet the needs of a diverse		(b) rest areas are available at a maximum distance of 60 km from each other, providing <i>affordable and</i> sufficient parking space, safety and security equipment, and appropriate facilities, including sanitary facilities, that meet the	(b) rest areas are available at a maximum distance of 60 100 km from each other, providing sufficient parking space, safety and security equipment , and appropriate facilities, including sanitary facilities, that meet the needs of a diverse	C PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	workforce;		needs of a diverse workforce;	workforce;	
Article 29(2), point (c)					
469	<p>(c) safe and secure parking areas are available at a maximum distance of 100 km from each other, providing a sufficient parking space for commercial vehicles and complying with the requirements set out in Article 8(1), point (a), of Regulation (EU) 2020/1054¹;</p> <p>¹ Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1).</p>		<p>(c) safe and secure parking areas are available, by 31 December 2040, at a maximum distance of 100 km from each other, providing a sufficient parking space for commercial vehicles and complying with the requirements set out in Article 8(1), point (a), of Regulation (EU) 2020/1054¹;</p> <p>¹ Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1).</p>	<p>(c) safe and secure parking areas are available at a maximum distance of 100 km from each other, providing a sufficient parking space for commercial vehicles and complying with the requirements set out in Article 8(1), point (a), of Regulation (EU) 2020/1054¹;</p> <p>¹ Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1).</p>	<p>C</p> <p>PRES proposes to keep GA.</p>
Article 29(2), point (d)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
470	(d) weigh in motion systems are installed at a maximum distance of 300 km from each other. Weigh in motion systems shall allow the identification of vehicles and vehicle combinations that are likely to have exceeded the maximum authorised weights set out in Directive 96/53/EC.			(d) weigh in motion systems are installed at a maximum distance of 300 km from each other every 300 km on average on the network of a Member State. When deploying those systems Member States may focus on road sections with high intensity of freight traffic. Weigh in motion systems shall allow the identification of vehicles and vehicle combinations that are likely to have exceeded the maximum authorised weights set out in Directive 96/53/EC.	C PRES suggests keeping GA.
Article 29(2a)					
470a			<i>2a. By ... [six months after the entry into force of this Regulation], the Commission shall consider submitting a legislative proposal to the European Parliament and to the Council concerning the creation of a Single</i>		C PRES proposes to keep GA in this line without including directly EP's proposal.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>European Digital Enforcement Area (SEDEA), in order to enable responsible enforcement authorities to conduct non-discriminatory targeted risk-based controls, contactless and paperless inspections based on access to real-time digital data on professional drivers, operators, commercial vehicles and cargo, including the harmonising of risk-rating systems, electronic exchange of documents on posting of drivers via the IMI system, as well as the incorporation</i>		Linked to chapter IV. Direct reference to SEDEA was dismissed.
Article 29(3), first subparagraph					
471	3. Member States shall ensure, by 31 December 2030, the deployment or use of the means to detect safety-related events or conditions, and collection of the relevant road traffic data, for the purpose of providing			3. Member States shall ensure, by 31 December 2030, the deployment or use of the means to detect safety-related events or conditions, and collection of the relevant road traffic data, for the purpose of providing	C PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>road safety-related minimum universal traffic information as defined in Commission Delegated Regulation 886/2013¹.</p> <p>1. Commission delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users(OJ L 247, 18.9.2013, p. 6).</p>			<p>road safety-related minimum universal traffic information as defined in Commission Delegated Regulation 886/2013¹:</p> <p>1. Commission delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users(OJ L 247, 18.9.2013, p. 6).</p>	
Article 29(3), point (a)					
471a				(a) for the existing infrastructure of the comprehensive network by 31 December 2030;	C PRES suggests keeping GA.
Article 29(3), point (b)					
471b				(b) for the new infrastructure of the comprehensive network by 31 December 2050 or, in case the road section is	C PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				completed before, by its date of completion.	
Article 29(4), first subparagraph					
472	<p>4. At the request of a Member State, in duly justified cases, exemptions from the requirement set out in paragraph 2, point (a), may be granted by the Commission by means of implementing acts, in particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are specific geographic or significant physical constraints, as long as an appropriate level of safety is ensured. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the</p>		<p>4. At the request of a Member State, in duly justified cases, exemptions from the requirement set out in paragraph 2, point (a), may be granted by the Commission by means of implementing acts, in particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are specific geographic or significant physical constraints, as long as an appropriate level of safety is ensured. <i>After the full implementation of digital enforcement capabilities related to Directive 96/53/EC, the Commission may adopt implementing acts exempting Member States from the requirements to introduce or maintain the weigh in</i></p>	<p>4. At the Upon request of a Member State, in duly justified cases, exemptions from the requirement set out in paragraph 2, point (a), may shall be granted by the Commission by means of implementing acts, in particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are and/or on the ground of specific geographic geographical or significant physical constraints, as long as an appropriate level of safety is ensured. Any or negative result of socio-economic cost-benefit analysis or potential negative impacts on environment or biodiversity. Any such request shall be substantiated with</p>	<p>PRES Compromise proposal</p> <p>4. Upon request of a Member State, in duly justified cases, exemptions from the requirement set out in paragraph 2 shall be granted by the Commission by means of implementing acts where the traffic density does not exceed 10,000 vehicles per day in both directions, and/or on the ground of specific geographical or significant physical constraints, as long as an appropriate level of safety is ensured. Any or negative result of socio-economic cost-benefit analysis, or potential including significant negative impacts on environment or biodiversity. Any such request shall be substantiated with sufficient</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	investments.		<i>motion systems, referred to in paragraph 2, point (d) of this Article.</i> Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments.	sufficient justification. The request for exemptions shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments coordinated with the neighbouring Member State(s) where applicable. Neighbouring Member States may provide an opinion to the Member State requesting the exemption. The Member State shall attach the opinions of neighbouring Member States to its request. A Member State may request the granting of several exemptions in a single request.	justification, <u>considering also that the infrastructures concerned are subject to a safety level analysis and corrective actions in accordance with Directive (EU)2019/1936.</u> The request for exemptions shall be coordinated with the neighbouring Member State(s) where applicable. Neighbouring Member States may provide an opinion to the Member State requesting the exemption. The Member State shall attach the opinions of neighbouring Member States to its request. A Member State may request the granting of several exemptions in a single request.
Article 29(4), second subparagraph					
472a					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				The Commission shall assess the request in view of the justification provided under the first subparagraph. The Commission shall take duly into account the opinion(s) of the neighbouring Member State(s) concerned.	C PRES suggests keeping GA.
Article 29(4), third subparagraph					
472b				The Commission may ask additional information to the Member State no later than thirty calendar days following the receipt of request pursuant to the first subparagraph. If the Commission considers that the information provided is insufficient, it may ask the Member State to supplement that information within thirty calendar days from the receipt of that information.	C PRES suggests keeping GA.
Article 29(4), fourth subparagraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
472c				<p>The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has been provided by the Member States concerned pursuant to the third subparagraph, no later than 4 months following the latest receipt of such information, whichever is the latest date. In the absence of an explicit decision by the Commission within such time-limits, the exemption shall be deemed to be granted.</p>	<p>C PRES suggests keeping GA.</p>
Article 29(4), fifth subparagraph					
472d				<p>The Commission shall inform other Member States of the exemptions granted pursuant to this Article.</p>	<p>C PRES suggests keeping GA.</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 30					
473	Article 30 Transport infrastructure requirements for the core network and extended core network			Article 30 Transport infrastructure requirements for the core network and extended core network	
Article 30(1)					
474	1. Member States shall ensure that the road infrastructure of the core network and extended core network complies with Article 29(1).			1. Member States shall ensure that the road infrastructure of the core network and extended core network complies with Article 29(1).	
Article 30(1a)					
474a				1a. Member States shall ensure that the roads, as referred in Art 28(1)(a) comply with the following requirements, by 31 December 2030 for the road infrastructure of the core network and by 31 December 2040 for the	C PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				road infrastructure of the extended core network:	
Article 30(1a), first subparagraph (i)					
474b				(i) they provide, except at special points or temporarily, separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or by other means ensuring equivalent level of safety; and	C PRES suggests keeping GA.
Article 30(1a), first subparagraph (ii)					
474c				(ii) they do not cross at grade with any road, railway or tramway track, bicycle path or footpath	C PRES suggests keeping GA.
Article 30(2)					
475	2. Member States shall ensure that the road infrastructure of the core			2. Member States shall ensure that the road infrastructure of the core	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	network and extended core network meets the requirements set out in Article 29(2), points (a), (c) and (d), by 31 December 2040.			network and extended core network meets the requirements set out in Article 29(2), points (a), (c) and (d), by 31 December 2040. by 31 December 2040 complies with the following:	PRES suggests to keep GA.
Article 30(2a)					
475a				(a) rest areas are available along roads of the core and extended core network at a maximum distance of 60 km from each other, providing sufficient parking space and appropriate facilities, including sanitary facilities, that meet the needs of a diverse workforce;	PRES suggests keeping the GA.
Article 30(2b)					
475b				(b) meets the requirements set out in Article 29(2)(d).	c PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 30(3)					
476	3. Member States shall ensure that the road infrastructure of the core network and extended core network meets the requirements set out in Article 29(2), point (b), by 31 December 2030.		3. Member States shall ensure that the road infrastructure of the core network and extended core network meets the requirements set out in Article 29(2), point (b) , points (b) and (c) by 31 December 2030.	3. Member States shall make all possible efforts to ensure that the road infrastructure the development of safe and secure parking areas located on roads of the core network and extended core network, or within 3 km driving distance from the nearest exit of road of the trans-European transport network, with a distance of 150 km between two such areas on average, providing a sufficient parking space for commercial vehicles and complying withmeets the requirements set out in Article 29(2), point (b), 8a(1) of Regulation (EC) No 561/2006 by 31 December 20302040¹. Member States may focus on road sections with high intensity of freight traffic. <small>1. Regulation (EC) No 561/2006 of the European Parliament and</small>	C PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (Text with EEA relevance) (OJ L 102, 11.4.2006, p. 1–14)	
Article 30(4), first subparagraph					
477	4. Member States shall ensure that the road infrastructure of the core network meets the requirements set out in Article 29(3) by 31 December 2025.			4. Member States shall ensure that the road infrastructure of the core network meets the requirements set out in Article 29(3): by 31 December 2025.	B PRES suggests keeping GA.
Article 30(4), first indent					
477a				(a) for the existing infrastructure of the core network by 31 December 2025 and for the existing infrastructure of the extended core network by 31 December 2030;	B PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 30(4), second indent					
477b				(b) for the new infrastructure of the core network by 31 December 2030 and for the new infrastructure of the extended core network by 31 December 2040 or, in case the road section is completed before, by its date of completion.	B PRES suggests keeping GA.
Article 30(5), first subparagraph					
478	5. At the request of a Member State, in duly justified cases, exemptions from the requirement set out in Article 29 (2), point (a), may be granted by the Commission by means of implementing acts, in particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are specific geographic or significant physical constraints, as long as an appropriate level of safety is		5. At the request of a Member State, in duly justified cases, exemptions from the requirement set out in Article 29 (2), point (a), may be granted by the Commission by means of implementing acts, in particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are specific geographic or significant physical constraints, as long as an <i>appropriate these roads meet</i>	5. At the Upon request of a Member State, in duly justified cases, exemptions from the requirement set out in Article 29 (2), point (a), paragraphs 1a and 2 shall be granted by the Commission by means of implementing acts, in particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are and/or on the ground of specific geographic geographical or	PRES Compromise proposal 4. Upon request of a Member State, in duly justified cases, exemptions from the requirement set out in paragraphs 1a and 2 shall be granted by the Commission by means of implementing acts, where the traffic density does not exceed 10,000 vehicles per day in both directions, and/or on the ground of geographical or significant physical constraints, as long

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>ensured. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments.</p>		<p><i>a high level of safety is ensured according to the infrastructure safety management directive (EU)2019/1936.</i> Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments.</p>	<p>significant physical constraints, as long as an appropriate level of safety is ensured. Any or negative result of socio-economic cost-benefit analysis or potential negative impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification. The request for exemption exemptions shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments coordinated with the neighbouring Member State(s) where applicable. The neighbouring Member State(s) may provide an opinion to the Member State requesting the exemption. The Member</p>	<p>as an appropriate level of safety is ensured. Any or negative result of socio-economic cost-benefit analysis, or potential <u>including significant</u> negative impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification, <u>considering also that the infrastructures concerned are subject to a safety level analysis and corrective actions in accordance with Directive (EU)2019/1936.</u> The request for exemptions shall be coordinated with the neighbouring Member State(s) where applicable. Neighbouring Member States may provide an opinion to the Member State requesting the exemption. The Member State shall attach the opinions of neighbouring Member States to its request. A Member State may request the granting of several exemptions in a single</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				State shall attach the opinion(s) of the neighbouring Member State(s) to its request. A Member State may request the granting of several exemptions in a single request.	request.
Article 30(5), second subparagraph					
478a				The Commission shall assess the request in view of the justification provided under the first subparagraph. The Commission shall take duly into account the opinion(s) of the neighbouring Member State(s) concerned.	B PRES suggests keeping GA.
Article 30(5), third subparagraph					
478b				The Commission may ask additional information to the Member State no later than thirty calendar days following the receipt of request pursuant to the	B PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				first subparagraph. If the Commission considers that the information provided is insufficient, it may ask the Member State to supplement that information within thirty calendar days from the receipt of that information.	
Article 30(5), fourth subparagraph					
478c				The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has been provided by the Member States concerned pursuant to the third subparagraph, no later than 4 months following the latest receipt of such information, whichever is the latest date. In the absence of an explicit decision by the Commission within such	B PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				time-limits, the exemption shall be deemed to be granted.	
Article 30(5), fifth subparagraph					
478d				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	B PRES suggests keeping GA.
Article 31					
479	Article 31 Additional priorities for road infrastructure development			Article 31 Additional priorities for road infrastructure development	
Article 31, first paragraph					
480	In the promotion of projects of common interest related to road infrastructure, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:			In the promotion of projects of common interest related to road infrastructure, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:	
Article 31, first paragraph, point (a)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
481	(a) improvement and promotion of road safety, taking into account the needs of vulnerable users and road users in all their diversity, in particular persons with reduced mobility;		(a) improvement and promotion of road safety, taking into account the needs of vulnerable users and road users in all their diversity, in particular persons with reduced mobility, and ensuring proper enforcement, also cross-border, of the related legislation;	(a) improvement and promotion of road safety, taking into account the needs of vulnerable users and road users in all their diversity, in particular persons with reduced mobility;	PRES suggests keeping GA. To be linked with the concept of SEDEA in chapter IV and, if necessary, a definition in art 3.
Article 31, first paragraph, point (b)					
482	(b) mitigation of congestion on existing roads, in particular through intelligent traffic management, including dynamic congestion charges or tolls varied based on the time of day, week or season;			(b) mitigation of congestion on existing roads, in particular through intelligent traffic management, including dynamic congestion charges or tolls varied based on the time of day, week or season;	
Article 31, first paragraph, point (c)					
483	(c) introduction of innovative technologies to improve the control of compliance with the Union		(c) introduction of innovative, including digital technologies to improve the control of compliance with	(c) improvement of digitalisation and automation processes, introduction of innovative	B PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	road transport legal framework, including smart and automated enforcement tools and 5G communication infrastructure;		the Union road transport legal framework, including smart and automated enforcement tools and 5G communication infrastructure <i>in order to facilitate the introduction of smart solutions and systems, such as SEDEA</i> ;	technologies to improve the control of compliance with the Union road transport legal framework, including smart and automated enforcement tools and 5G communication infrastructure;	This is not infrastructure related and it is already considered in chapter IV (line 596a)
Article 31, first paragraph, point (d)					
484	(d) when building or upgrading road infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport.		(d) when building or upgrading road infrastructure, <i>simultaneously build or upgrade connected or parallel infrastructure for active mobility and</i> ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport.	(d) when building or upgrading road infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport-;	B PRES proposes to keep GA.
Article 31, first paragraph, point (e)					
484a				(e) development of safe and secure parking areas providing a sufficient	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>parking space for commercial vehicles and complying with the requirements set out in Article 8a(1) of Regulation (EC) No 561/2006¹ on the comprehensive network.</p> <p>¹ Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (Text with EEA relevance) (OJ L 102, 11.4.2006, p. 1–14).</p>	PRES suggests keeping GA.
SECTION 5					
485	SECTION 5 Air transport infrastructure			SECTION 5 Air transport infrastructure	
Article 32					
486	Article 32 Infrastructure components			Article 32 Infrastructure components	
Article 32(1)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
487	1. Air transport infrastructure shall comprise, in particular:			1. Air transport infrastructure shall comprise, in particular:	
Article 32(1), point (a)					
488	(a) air space, routes and airways;			(a) air space, routes and airways;	
Article 32(1), point (b)					
489	(b) airports, including the infrastructure and equipment necessary for ground and transport operations within the airport area, vertiports and spaceports;			(b) airports, including the infrastructure and equipment necessary for ground and transport operations within the airport area, vertiports and spaceports and vertiports;	B - See also line 494a. PRES suggests keeping GA. Spaceports included in line 494a
Article 32(1), point (c)					
490	(c) the connections of the airports to the other modes in the trans-European transport network;			(c) the connections of the airports to the other modes in the trans-European transport network;	
Article 32(1), point (d)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
491	(d) ATM/ANS Systems and associated equipment, including space-based equipment;			(d) ATM/ANS Systems and associated equipment, including space-based equipment;	
Article 32(1), point (e)					
492	(e) infrastructure related to alternative fuels, and electricity supply to stationary aircraft as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			(e) infrastructure related to alternative fuels, and electricity supply to stationary aircraft as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	B PRES suggests keeping GA
Article 32(1), point (f)					
493	(f) infrastructure for the on-site production of alternative fuels and improving energy efficiency and reducing climate, environmental and noise emissions of airports or of associated airport operations such as ground-handling services, aircraft operations and passenger ground transport;			(f) infrastructure for the on-site production of alternative fuels and improving energy efficiency and reducing climate, environmental and noise emissions of airports or of associated airport operations such as ground-handling services, aircraft operations and passenger ground transport;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 32(1), point (g)					
494	(g) infrastructure used for separate waste collection, waste prevention and activities in the area of circular economy.			(g) infrastructure used for separate waste collection, waste prevention and activities in the area of circular economy-;	
Article 32(1), point (h)					
494a				(h) spaceports.	B - See also line 489. PRES suggests keeping GA
Article 32(2)					
495	2. An airport shall be part of the comprehensive network, where it meets at least one of the following conditions:			2. An airport shall In order to be part of the comprehensive network, where it meets an airport shall meet at least one of the following conditions:	B PRES suggests keeping GA
Article 32(2), point (a)					
496	(a) for cargo airports, the total annual cargo volume is			(a) for cargo airports, the total annual cargo volume is	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	at least 0.2% of the total annual cargo volume of all airports of the Union;			at least 0.2% of the total annual cargo volume of all airports of the Union;	
Article 32(2), point (b), first subparagraph					
497	(b) for passenger airports, the total annual passenger traffic is at least 0.1% of the total annual passenger volume of all airports of the Union, unless the airport in question is situated outside a radius of 100 km from the nearest airport in the comprehensive network or outside a radius of 200 km where there is a high-speed railway line in the region in which it is situated.			(b) for passenger airports, the total annual passenger traffic is at least 0.1% of the total annual passenger volume of all airports of the Union, unless the airport in question is situated outside a radius of 100 km from the nearest airport in the comprehensive network or outside a radius of 200 km where there is a high-speed railway line in the region in which it is situated.	
Article 32(2), point (b), second subparagraph					
498	The total annual passenger volume and the total annual cargo volume are based on the latest available three-year average, based on the statistics published by Eurostat.			The total annual passenger volume and the total annual cargo volume are based on the latest available three-year average, based on the statistics published by Eurostat.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 33					
499	Article 33 Transport infrastructure requirements for the core and comprehensive network			Article 33 Transport infrastructure requirements for the core and comprehensive network	
Article 33(1)					
500	1. Member States shall ensure that:			1. Member States shall ensure that:	
Article 33(1), point (a)					
501	(a) the airports of the core network are connected with the long-distance rail network, including the high-speed rail network, and road transport infrastructure of the trans-European transport network by 31 December 2030, except where specific geographic or significant physical constraints prevent such connections;			(a) the airports of the core network with a total annual passenger traffic volume of more than four million passengers are connected with the long-distance rail to the trans-European railway network, including the high-speed rail network, and road transport infrastructure of the trans-European transport network and to corresponding urban nodes, as set out in	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Annex II, by railway, metro, light rail or trams, by 31 December 2030 2040 , except where specific geographic or significant physical constraints prevent such connections;	
Article 33(1), point (b)					
502	(b) the airports of the comprehensive network with a total annual passenger traffic volume of more than four million passengers are connected with the long-distance railway network, including with the high-speed rail network, and road transport infrastructure of the trans-European transport network by 31 December 2050, except where specific geographic or significant physical constraints prevent such connections;			(b) the airports of the comprehensive network with a total annual passenger traffic volume of more than four million passengers are connected with the long-distance railway network, including with the high-speed rail network, and road transport infrastructure of the trans-European transport network by 31 December 2050, except where specific geographic or significant physical constraints prevent such connections;	C PRES suggests keeping GA. Linked with previous line 502
Article 33(1), point (c)					
503	(c) any airport located on			(c) any airport located on	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>their territory offers at least one terminal which is open to all operators and users in a non-discriminatory way and which shall apply transparent, and non-discriminatory charges;</p>			<p>their territory offers at least one terminal which is open to all operators and users in a non-discriminatory way and which shall apply transparent, and non-discriminatory charges in accordance with Directive (EC) No 2009/12¹;</p> <p><u>1. Directive 2009/12/EC of the European Parliament and of the Council of 11 March 2009 on airport charges (OJ L 70, 14.3.2009, p. 11).</u></p>	<p>B</p> <p>PRES compromise proposal, in order to align with COM and EP.</p> <p>c) any airport located on their territory offers at least one terminal which is open to all operators and users in a non-discriminatory way and which shall apply transparent, and non-discriminatory charges as defined in Directive (EC) No 2009/12¹;</p>
Article 33(1), point (d)					
504	<p>(d) common basic standards for safeguarding civil aviation against acts of unlawful interference, as adopted by the Union in accordance with Regulation (EC) No 300/2008 of the European Parliament and of the Council¹, apply to the air transport infrastructure;</p> <p><u>1. Regulation (EC) No 300/2008 of</u></p>			<p>(d) common basic standards for safeguarding civil aviation against acts of unlawful interference, as adopted by the Union in accordance with Regulation (EC) No 300/2008 of the European Parliament and of the Council^{1,2}, apply to the air transport infrastructure;</p> <p><u>1. Regulation (EC) No 300/2008 of</u></p>	<p>A</p> <p>PRES suggests keeping GA.</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002 (OJ L 97, 9.4.2008, p. 72).			<p>the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002 (OJ L 97, 9.4.2008, p. 72).</p> <p>2. Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002 (OJ L 97, 9.4.2008, p. 72).</p>	
Article 33(1), point (e)					
505	(e) infrastructure for air traffic management is such as to permit the implementation of the Single European Sky, in accordance with Regulation (EC) No 549/2004, (EC) No 550/2004, (EC) No 551/2004 and (EU) No 2018/1139, of air transport operations, in order to improve the performance and sustainability of the European aviation system, of implementing rules and of Union specifications;			(e) infrastructure for air traffic management is such as to permit the implementation of the Single European Sky, in accordance with Regulation (EC) No 549/2004, (EC) No 550/2004, (EC) No 551/2004 and (EU) No 2018/1139, of air transport operations, in order to improve the performance and sustainability of the European aviation system, of implementing rules and of Union specifications;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 33(1), point (f)					
506	(f) alternative fuels infrastructure is deployed in airports in full compliance with the requirements as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			(f) alternative fuels infrastructure is deployed in airports in full compliance with the requirements as defined in accordance with Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	A PRES suggests keeping GA.
Article 33(1), point (g)					
507	(g) air transport infrastructure provides for pre-conditioned air supply to stationary aircraft.		(g) air transport infrastructure with a total annual passenger traffic volume of more than four million passengers provides for pre-conditioned air supply to stationary aircraft.	(g) air transport infrastructure provides the airports of the core and comprehensive network with a total annual passenger traffic volume of more than four million passengers provide infrastructure for pre-conditioned air supply to stationary aircraft at aircraft contact stands used for commercial transport operations by 31 December 2030 for airports of the core	C PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				network and 31 December 2040 for airports of the comprehensive network.	
Article 33(2), first subparagraph					
508	2. At the request of a Member State, the Commission may, in duly justified cases, grant exemptions by means of implementing acts in respect of the requirements set out in paragraph 1, points (a), (b), (c) and (g). Any request for exemption shall be based on a socio-economic cost-benefit analysis or related to the specific geographic or significant physical constraints, including the non-existence of a railway system on the territory.		2. At the request of a Member State, the Commission may, in duly justified cases, grant exemptions by means of implementing acts in respect of the requirements set out in paragraph 1, points (a) , (b) , (c) (b) and (g). Any request for exemption shall be based on a socio-economic cost-benefit analysis or related to the specific geographic or significant physical constraints, including the non-existence of a railway system on the territory.	2. At the Upon request of a Member State, the Commission may shall , in duly justified cases, grant exemptions by means of implementing acts in respect of the requirements set out in paragraph 1, points (a); (b), (c) and (g). Any request for exemption shall be based on a and (g) on the ground of specific geographical or significant physical constraints, including the non-existence of a railway system on the territory or negative result of socio-economic cost-benefit analysis or related to the specific geographic or significant physical constraints, including the non-existence of a railway system on the territory potential negative	PRES Compromise proposal 2. Upon request of a Member State, the Commission shall, in duly justified cases, grant exemptions by means of implementing acts in respect of the requirements set out in paragraph 1, points (a) (aa) and (aaa) and (g) on the ground of specific geographical or significant physical constraints, including the non-existence of a railway system on the territory or negative result of socio-economic cost-benefit analysis, or potential including significant negative impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification. Member State may request the granting of

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification. Member State may request the granting of several exemptions in a single request.	several exemptions in a single request.
Article 33(2), second subparagraph					
508a				The Commission shall assess the request in view of the justification provided under the first subparagraph.	C PRES suggests keeping GA.
Article 33(2), third subparagraph					
508b				The Commission may ask additional information to the Member State no later than thirty calendar days following the receipt of request pursuant to the first subparagraph. If the Commission considers that the information provided is insufficient, it may ask	C PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				the Member State to supplement that information within thirty calendar days from the receipt of that information.	
Article 33(2), fourth subparagraph					
508c				<p>The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has been provided by the Member States concerned pursuant to the third subparagraph, no later than 4 months following the latest receipt of such information, whichever is the latest date. In the absence of an explicit decision by the Commission within such time-limits, the exemption shall be deemed to be granted.</p>	<p>C PRES suggests keeping GA.</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 33(2), fifth subparagraph					
508d				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C PRES suggests keeping GA.
Article 34					
509	Article 34 Additional priorities for air transport infrastructure development			Article 34 Additional priorities for air transport infrastructure development	
Article 34, first paragraph					
510	In the promotion of projects of common interest related to air transport infrastructure, and in addition to the priorities set out in Articles 12 and 13, attention shall be given to the following:			In the promotion of projects of common interest related to air transport infrastructure, and in addition to the priorities set out in Articles 12 and 13, attention shall be given to the following:	
Article 34, first paragraph, point (a)					
511	(f) increasing airport			(f) increasing airport	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	energy and operational efficiency;			energy and operational efficiency;	
Article 34, first paragraph, point (b)					
512	(b) supporting the implementation of the Single European Sky and of interoperable systems, in particular those developed by the SESAR project in accordance with the European ATM Master Plan;			(b) supporting the implementation of the Single European Sky and of interoperable systems, in particular those developed by the SESAR project in accordance with the European ATM Master Plan, including those aiming at ensuring safe and full integration of new air vehicles, manned and unmanned.	B PRES suggests keeping GA.
Article 34, first paragraph, point €					
513	€ improvement of digitalisation and automation processes, in particular in view of an increased safety and security;			€ improvement of digitalisation and automation processes, in particular in view of an increased safety and security;	
Article 34, first paragraph, point (d)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
514	(d) improving multimodal interconnections between airports and infrastructure of other transport modes, and between airports and urban nodes where appropriate;			(d) improving multimodal interconnections between airports and infrastructure of other transport modes, and between airports and urban nodes where appropriate;	
Article 34, first paragraph, point €					
515	€ improving sustainability and mitigating climate, environmental and noise impacts, in particular by introducing new technologies and innovation, alternative fuels, zero- and low emission aircraft and zero and low carbon infrastructure.		€ improving sustainability and mitigating climate, environmental and noise impacts, in particular by introducing new technologies and innovation, alternative fuels, zero- and low emission aircraft and zero and low carbon infrastructure <i>in accordance with Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] and Regulation (EU) [...] [on ensuring a level playing field for sustainable air transport]</i> .	€ improving sustainability and mitigating climate, environmental and noise impacts, in particular by introducing new technologies and innovation, alternative fuels, zero- and low emission aircraft and zero and low carbon infrastructure.	PRES proposes to accept EP AM: (e) improving sustainability and mitigating climate, environmental and noise impacts, in particular by introducing new technologies and innovation, alternative fuels, zero- and low emission aircraft and zero and low carbon infrastructure in accordance with Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] and Regulation (EU) [...] [on ensuring a level playing field for sustainable air transport].

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 34, first paragraph, point (f)					
515a				<p>(f) connection of the airports of the comprehensive network and core network with a total annual passenger traffic volume of less than four million passengers to the network and to corresponding urban nodes, as set out in Annex II, by the railway, metro, light rail or trams.</p>	<p>PRES compromise proposal, pending on decision in line 501.</p> <p>(f) connection of the airports of the comprehensive network and core network with a total annual passenger traffic volume of less than four million passengers to the network and to corresponding urban nodes, as set out in Annex II, by the railway, metro, light rail or trams.</p>
<Article 34, first paragraph, point (g)					
515b				<p>(g) infrastructure providing pre-conditioned air supply to stationary aircraft at remote stands, and at contact stands in the airports of the trans-European transport network with a total annual passenger traffic volume of less than four million passengers.</p>	<p>B</p> <p>PRES suggests keeping GA.</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
SECTION 6					
516	SECTION 6 Infrastructure for multimodal freight terminals			SECTION 6 Infrastructure for multimodal freight terminals	
Article 35					
517	Article 35 Identification of the multimodal freight terminals			Article 35 Identification of the multimodal freight terminals	
Article 35(1)					
518	1. The multimodal freight terminals of the trans-European transport network are terminals that are:			1. The multimodal freight terminals of the trans-European transport network are terminals that are open to all operators and users in a non-discriminatory way and are:	B C PRES suggests keeping GA. Linked to line 542
Article 35(1), point (a)					
519	(a) located in the maritime ports of the trans-European transport network, as listed			(a) located in or adjacent to the maritime ports of the trans-European transport	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	in Annex II;			network, as listed in Annex II;	PRES suggests keeping GA.
Article 35(1), point (b)					
520	(b) located in the inland ports of the trans-European transport network, as listed in Annex II;			(b) located in or adjacent to the inland ports of the trans-European transport network, as listed in Annex II;	B PRES suggests keeping GA.
Article 35(1), point (ba)					
520a				(ba) located in the airports of the trans-European transport network, as listed in Annex II; or	B PRES suggests keeping GA.
Article 35(1), point (c)					
521	(c) located within or in the vicinity of an urban node;			(c) located within or in the vicinity of an urban node;	C PRES suggests keeping GA.
Article 35(1), point (d)					
522	(d) classified as rail road terminals of the trans-			(d) classified as rail road terminals or terminals	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	European transport network, as listed in Annex II.			along the inland waterways of the trans-European transport network, as listed in Annex II.	PRES suggests keeping GA.
Article 35(2)					
523	2. Member States shall ensure that there is sufficient multimodal freight terminal capacity serving the trans-European transport network, meeting current and future traffic flows, in particular flows serving urban nodes, industrial centres, ports and logistics hubs.			2. Member States shall make all possible efforts to ensure that there is sufficient multimodal freight terminal capacity serving the trans-European transport network, meeting taking into account current and future traffic flows, in particular flows serving urban nodes, industrial centres, ports and logistics hubs.	C PRES suggests keeping GA.
Article 35(3), first subparagraph					
524	3. Within two years after the entry into force of this Regulation, Member States shall conduct a market and prospective analysis on multimodal freight terminals on their territory. This analysis shall at least:		3. Within two years By .../ one year after the entry into force of this Regulation], Member States shall conduct a market and prospective analysis on multimodal freight terminals on their territory. This analysis shall	3. Within two three years after the entry into force of this Regulation, Member States shall conduct a market and prospective analysis on multimodal freight terminals on their territory. This analysis shall	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			at least:	at least:	
Article 35(3), first subparagraph, point (a)					
525	(a) examine the current and the future traffic flows of freight, including traffic flows of freight transported by road;		(a) examine the current and the future traffic flows of freight, including traffic flows of freight transported by road, <i>rail, air and water</i> ;	(a) examine the current and the future traffic flows of freight, including traffic flows of freight transported by road;	In order to have a transversal knowledge of the traffic flows and harmonize with EP proposal, PRES proposes the following: a) examine the current and the future traffic flows of freight, per mode of transport;
Article 35(3), first subparagraph, point (b)					
526	(b) identify the existing multimodal freight terminals of the trans-European transport network on their territory, and assess the need for new multimodal freight terminals or additional transshipment capacity in existing terminals;			(b) identify the existing multimodal freight terminals of the trans-European transport network on their territory, and assess the need for new multimodal freight terminals or additional transshipment capacity in existing terminals;	
Article 35(3), first subparagraph, point (c)					
527	(c) analyse how to ensure			(c) analyse how to ensure	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	adequate distribution of multimodal freight terminals with adequate transshipment capacity in order to meet the needs identified in point (b). This shall take into account the terminals located in border areas of neighbouring Member States.			adequate distribution of multimodal freight terminals with adequate transshipment capacity in order to meet the needs identified in point (b). This shall take into account the terminals located in border areas of neighbouring Member States.	
Article 35(3), second subparagraph					
528	Member States shall consult shippers, transport and logistics operators which operate on their territory. They shall take into account the results of the consultation in their analysis.		Member States shall consult shippers, transport and logistics operators which operate on their territory, <i>as well as relevant entities</i> . They shall take into account the results of the consultation in their analysis.	Member States shall consult shippers, transport and logistics operators which operate on their territory. They shall take into account the results of the consultation in their analysis.	In order to harmonize with EP proposal, PRES proposes the following: Member States shall consult shippers, transport, logistics operators, as well as other relevant stakeholders which operate on their territory. They shall take into account the results of the consultation in their analysis.
Article 35(3), third subparagraph					
528a				Member States shall notify the results of the analysis	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				to the Commission without delay.	PRES suggests keeping GA.
Article 35(4)					
529	4. On the basis of the analysis under paragraph 3, Member States shall elaborate an action plan for the development of a multimodal freight terminal network. The results of the analysis and the action plan shall be submitted to the Commission no later than six months after finalising the analysis, together with a list of rail road terminals which the Member State proposes to add in Annexes I and II.		4. On the basis of the analysis under paragraph 3, Member States shall elaborate an action plan for the development of a multimodal freight terminal network <i>and designate the responsible entity for the deployment.</i> The results of the analysis and the action plan shall be submitted to the Commission no later than six months after finalising the analysis, together with a list of rail road terminals which the Member State proposes to add in Annexes I and II.	4. On the basis of the analysis under paragraph 3, Member States shall elaborate an action plan for the development of a multimodal freight terminal network. The results of the analysis and the action plan shall be submitted to the Commission no later than six months after finalising the analysis, together with a list of rail road terminals which the Member State proposes to add in Annexes I and II. In case the analysis under paragraph 3, Member States shall identify the need for new multimodal freight terminal network. The results of the analysis and the action plan shall be submitted to the Commission no later than six months after finalising the analysis, together with a list of rail road terminals which the Member State proposes to add in Annexes I and II. Member States shall elaborate an action plan for the development of a multimodal freight terminal network, including locations where such needs have been	C PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				identified.	
Article 35(4a)					
529a				4a. The action plan shall be notified to the Commission no later than twelve months after finalising the analysis under paragraph 3.	C PRES suggests keeping GA.
Article 35(4b)					
529b				4b. On the basis of this action plan, Member States shall notify to the Commission a list of rail road terminals and terminals along inland waterways which they propose to add to Annexes I and II.	C PRES suggests keeping GA.
Article 35(5)					
530	5. A rail road terminal shall be part of the trans-European transport network and listed in Annexes I and			5. A rail road terminal shall be part of the trans-European transport network and to be listed in	B PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	II where at least one of the following conditions is met:			Annexes I and II where Annex II, a rail road terminal or a terminal along inland waterways shall meet at least one of the following conditions is met :	
Article 35(5), point (a)					
531	(a) its annual transshipment of freight exceeds, for non-bulk cargo, 800,000 tonnes or, for bulk cargo, 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union;			(a) its annual transshipment of freight exceeds, for non-bulk cargo, 800,000 tonnes or, for bulk cargo, 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union;	
Article 35(5), point (b)					
532	(b) it is the main rail road terminal designated by the Member State for a NUTS 2 region, where there is no rail road terminal complying with point (a) in that NUTS 2 region,			(b) it is the main rail road terminal designated by the Member State for a NUTS 2 region, where there is no rail road terminal complying with point (a) in that NUTS 2 region;;	
Article 35(5), point (c)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
533	(c) it is proposed by the Member State in accordance with paragraph 4.			(c) it is proposed to be added in Annexes I and II by the Member State in accordance with paragraph 4.	B PRES suggests keeping GA.
Article 36					
534	Article 36 Infrastructure components			Article 36 Infrastructure components	
Article 36, first paragraph					
535	Multimodal freight terminals shall comprise, in particular:			Multimodal freight terminals shall comprise, in particular:	
Article 36, first paragraph, point (a)					
536	(a) infrastructure interconnecting the different modes of transport within a terminal area and its vicinity;			(a) infrastructure interconnecting the different modes of transport within a terminal area and its vicinity;	
Article 36, first paragraph, point (b)					
537	(b) equipment such as			(b) equipment such as	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	cranes, conveyors or other transshipment devices to move freight between different transport modes and for the positioning and storage of freight;			cranes, conveyors or other transshipment devices to move freight between different transport modes and for the positioning and storage of freight;	
Article 36, first paragraph, point (c)					
538	(c) dedicated areas such as gate area, intermediate buffer and waiting area, transshipment area and driving or loading lanes;			(c) dedicated areas such as gate area, intermediate buffer and waiting area, transshipment area and driving or loading lanes;	
Article 36, first paragraph, point (d)					
539	(d) ICT systems relevant for efficient terminal operations such as those that facilitate infrastructure capacity planning, transport operations, connections between the modes, and transshipment;			(d) ICT systems relevant for efficient terminal operations such as those that facilitate infrastructure capacity planning, transport operations, connections between the modes, and transshipment;	
Article 36, first paragraph, point (e)					
540	(e) infrastructure related to			(e) infrastructure related to	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	facilities for alternative fuels.			facilities for alternative fuels.	A PRES suggests keeping GA
Article 37					
541	Article 37 Transport infrastructure requirements			Article 37 Transport infrastructure requirements	
Article 37(1)					
542	1. Member States shall ensure in a fair and non-discriminatory manner that multimodal freight terminals referred to in Article 35(1):			1. Member States shall make all possible efforts to ensure in a fair and non-discriminatory manner that all multimodal freight terminals, which are open to all operators and users in non-discriminatory way and apply transparent and non-discriminatory charges in maritime ports and inland ports as listed in Annex II and in all rail road terminals and terminals along inland waterways indicated in Annex I and listed in Annex II, meet the following requirements	C PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				referred to in Article 35(1):	
Article 37(1), point (a)					
543	(a) are connected to the modes of transport which are available in the area, where feasible, unless not justified in socio-economic cost-benefit terms;		(a) are connected to the modes of transport which are available in the area, where feasible, <i>unless not justified in socio-economic cost-benefit terms</i> ;	(a) are connected to theat least two modes of transport which are available in the area, where feasible, unless not justified in socio-economic cost-benefit terms ;	B PRES suggests keeping GA. (GA in line with definition in art 3.i)
Article 37(1), point (b)					
544	(b) are equipped with at least one recharging station as defined in Article 2, point (43), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] dedicated to serve heavy-duty vehicles, by 31 December 2030;		(b) are equipped with at least one recharging station and refuelling stations as defined in Article 2, point (43), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure], used for hydrogen , dedicated to serve heavy-duty vehicles, by 31 December 2030;	(b) are equipped inside the terminal or within the 3 km distance from the terminal with at least one recharging station as defined in Article 2, point (43), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] dedicated to serve heavy-duty vehicles, by 31 December 2030;	C PRES compromise proposal (b)are equipped inside the terminal or within the 3 km distance from the terminal with at least one recharging and refuelling stations as defined in Article 2, point (43), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure], dedicated to serve heavy-duty vehicles,

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					by 31 December 2030;
Article 37(1), point (c)					
545	(c) are equipped with digital tools to ensure by 31 December 2030:			(c) are equipped with digital tools to ensure facilitate by 31 December 2030:	B PRES suggests keeping GA.
Article 37(1), point (c)(i)					
546	(i) efficient terminal operations such as photogates, terminal operation system, driver digital check-in/check-out, cameras or other sensors on transshipment equipment as well as raiiside camera systems;			(i) efficient terminal operations such as, where relevant , photogates, terminal operation system, driver digital check-in/check-out, cameras or other sensors on transshipment equipment as well as raiiside camera systems;	B PRES compromise proposal: (i) efficient terminal operations which may include, photogates, terminal operation system, driver digital check-in/check-out, cameras or other sensors on transshipment equipment as well as raiiside camera systems;
Article 37(1), point (c)(ii)					
547	(ii) the provision of information flows within a terminal and between the		(ii) the provision of interoperable information flows within a terminal and	(ii) the provision of information flows within a terminal and between the	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	transport modes along the logistic chain and the terminal.		between the transport modes along the logistic chain and the terminal.	transport modes along the logistic chain and the terminal able to exchange information with open and interoperable systems.	PRES suggests keeping GA. (which includes EP proposal)
Article 37(2)					
548	2. Member States shall ensure in a fair and non-discriminatory manner that multimodal freight terminals referred to in Article 35(1) and which are connected to the rail network, by 31 December 2030, are able to handle all types of intermodal loading units if they are classified as intermodal terminals and if they carry out vertical transshipment.		2. Member States shall ensure in a fair and non-discriminatory manner that multimodal freight terminals referred to in Article 35(1) and which are connected to the rail network, by 31 December 2030, have enough transshipment capacity and are able to handle all types of intermodal loading units if they are classified as intermodal terminals and if they carry out vertical transshipment.	2. Member States shall make all possible efforts to ensure in a fair and non-discriminatory manner that, by 31 December 2030, those multimodal freight terminals referred to in Article 35(1) and 37(1) which are connected to the rail network, by 31 December 2030 and which carry out vertical transshipment, are able to handle all the following types of craneable intermodal loading units: container, swap body or semi-trailer suitable for intermodal transport if they are classified as intermodal terminals and if they carry out vertical transshipment.	C PRES compromise proposal: 2. Member States shall make all possible efforts to ensure in a fair and non-discriminatory manner that, by 31 December 2030, those multimodal freight terminals referred to in Article 35(1) which are connected to the rail network and which carry out vertical transshipment, provide sufficient transshipment capacity and are able to handle the following types of craneable intermodal loading units: container, swap body or semi-trailer.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 37(3), first subparagraph					
549	<p>3. Member States shall ensure in a fair and non-discriminatory manner that multimodal freight terminals referred to in Article 35(1) and which are connected to the rail network, by 31 December 2040, are able to accommodate 740 m long trains without manipulation or, if this is not economically viable, that adequate measures are taken to improve the operational efficiency of accommodating 740 m long trains, such as extension and electrification of departure and arrival sidings, adjustments to signalling systems and improvements to the track configuration.</p>			<p>3. Member States shall make all possible efforts to ensure in a fair and non-discriminatory manner that multimodal freight terminals referred to in Article 35(1) and 37(1), which are connected to the rail network, by 31 December 2040, are shall be able to accommodate 740 m long trains without manipulation or, if this is not economically viable, that adequate measures are taken to improve the operational efficiency of accommodating 740 m long trains, such as extension and electrification of departure and arrival sidings, adjustments to signalling systems and improvements to the track configuration by 31 December 2040.</p>	<p>C PRES suggests keeping GA.</p>
Article 37(3), second subparagraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
549a				This paragraph shall not apply to multimodal freight terminals which are only connected to isolated rail networks.	C PRES suggests keeping GA.
Article 37(4)					
550	4. Member States shall ensure in a fair and non-discriminatory manner that all multimodal freight terminals referred to in Article 35(1) and which are connected to the rail network, by 31 December 2050 are able to handle any 740 m long train without manipulation.			4. Member States shall ensure in a fair and non-discriminatory manner that all multimodal freight terminals referred to in Article 35(1) and which are connected to the rail network, by 31 December 2050 are able to handle any 740 m long train without manipulation.	C PRES suggests keeping GA.
Article 37(5), first subparagraph					
551	5. At the request of a Member State, in duly justified cases, exemptions from the obligations under paragraphs 1 to 4 may be granted by the Commission by means of implementing		5. At the request of a Member State, in duly justified cases, exemptions from the obligations under paragraphs 1 2 to 4 may be granted by the Commission by means of implementing	5. At the Upon request of a Member State, in duly justified cases, exemptions from the obligations provisions under paragraphs 1 to 4 may shall be granted by the	PRES compromise proposal: 5. Upon request of a Member State, in duly justified cases, exemptions from the provisions under paragraphs 1 to 3 shall be

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	acts where investment in infrastructure cannot be justified in socio-economic cost-benefit terms, in particular when the terminal is located in a spatially restricted area.		acts where investment in infrastructure cannot be justified in socio-economic cost-benefit terms, in particular when the terminal is located in a spatially restricted area.	Commission by means of implementing acts where investment in infrastructure cannot be justified in socio-economic cost-benefit terms on the ground of specific geographical or significant physical constraints , in particular when the terminal is located in a spatially restricted area, or negative result of socio-economic cost-benefit analysis or potential negative impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification. A Member State may request the granting of several exemptions in a single request.	granted by the Commission by means of implementing acts on the ground of specific geographical or significant physical constraints, in particular when the terminal is located in spatially restricted area, or negative result of socio-economic cost-benefit analysis, or potential including significant negative impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification. A Member State may request the granting of several exemptions in a single request.
Article 37(5), second subparagraph					
551a				The Commission shall assess the request in view of the justification provided under the first	C PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				subparagraph.	
Article 37(5), third subparagraph					
551b				The Commission may ask additional information to the Member State no later than thirty calendar days following the receipt of request pursuant to the first subparagraph. If the Commission considers that the information provided is insufficient, it may ask the Member State to supplement that information within thirty calendar days from the receipt of that information.	C PRES suggests keeping GA.
Article 37(5), fourth subparagraph					
551c				The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has	C PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>been provided by the Member States concerned pursuant to the third subparagraph, no later than 4 months following the latest receipt of such information, whichever is the latest date. In the absence of an explicit decision by the Commission within such time-limits, the exemption shall be deemed to be granted.</p>	
Article 37(5d)					
551d				<p>The Commission shall inform other Member States of the exemptions granted pursuant to this Article.</p>	<p>C PRES suggests keeping GA.</p>
Article 38					
552	<p>Article 38 Additional priorities for multimodal transport infrastructure development</p>			<p>Article 38 Additional priorities for multimodal transport infrastructure development</p>	

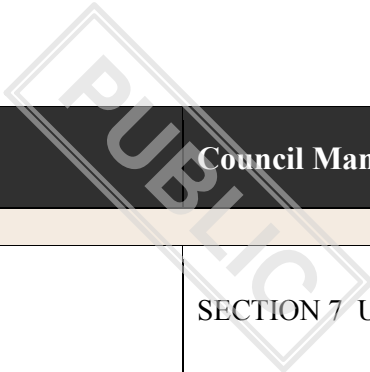
	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 38, first paragraph					
553	In the promotion of projects of common interest related to multimodal transport infrastructure, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:			In the promotion of projects of common interest related to multimodal transport infrastructure, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:	
Article 38, first paragraph, point (a)					
554	(a) facilitating interconnections between different transport modes;			(a) facilitating interconnections between different transport modes;	
Article 38, first paragraph, point (b)					
555	(b) removing the main technical and administrative barriers to multimodal transport, including by the implementation of eFTI;			(b) removing the main technical and administrative barriers to multimodal transport, including by the implementation of eFTI;	
Article 38, first paragraph, point (c)					
556	(c) developing a smooth flow of information enabling			(c) developing a smooth flow of information enabling	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	transport services across the trans-European transport system;			transport services across the trans-European transport system;	
Article 38, first paragraph, point (d)					
557	(d) facilitating the interoperability for data sharing, access to data and data re-use within and between the transport modes;			(d) facilitating the interoperability for data sharing, access to data and data re-use within and between the transport modes;	
Article 38, first paragraph, point (e)					
558	(e) promoting, where appropriate, that private sidings on the trans-European transport network allow for the handling of 740 m trains without manipulation.			(e) promoting, where appropriate, that private sidings sidings and multimodal freight terminals on the trans-European transport network allow for the handling of 740 m long trains without manipulation-;	B PRES suggests keeping GA.
Article 38, first paragraph, point (f)					
558a				(f) extension and electrification of departure	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				and arrival sidings, adjustments to signalling systems and improvements to the track configuration;	PRES suggests keeping GA.
Article 38, first paragraph, point (eb)					
558b			<i>(ea) enabling the digital enforcement of the relevant Union law;</i>		B Linked to SEDEA in chapter IV.
Article 38, first paragraph, point (g)					
558c				(g) promoting, where appropriate, that sidings are migrated to European nominal standard track gauge.	B PRES suggests keeping GA.
Article 38, first paragraph, point (ed)					
558d			<i>(eb) promoting multimodal transport infrastructure that facilitates an effective modal shift towards sustainable transport modes.</i>		B PRES suggests keeping GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement

PUBLIC



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
SECTION 7					
559	SECTION 7 Urban nodes			SECTION 7 Urban nodes	
Article 39					
560	Article 39 Urban nodes components			Article 39 Urban nodes components	
Article 39(1)					
561	1. An urban node shall comprise, in particular:			1. An urban node shall comprise, in particular:	
Article 39(1), point (a)					
562	(a) transport infrastructure in the urban node that is part of the trans-European transport network, including bypasses, and that increases the performance of the trans- European transport network;			(a) transport infrastructure in the urban node that is part of the trans-European transport network, including bypasses, and that increases the performance of the trans- European transport network;;	B
Article 39(1), point (b)					

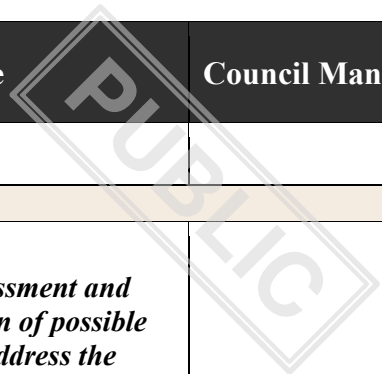
	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
563	(b) access points to the trans-European transport network, notably multimodal railway stations, multimodal freight terminals, ports or airports;			(b) access points to the trans-European transport network, notably multimodal railway stations and bus terminals , multimodal freight terminals, ports or airports;	B New PRES compromise proposal (b) access points to the trans-European transport network, <u>which are open to all operators and users in a non-discriminatory way,</u> notably <u>ports, airports as well as</u> railway stations, bus terminals, <u>and</u> multimodal freight terminals-
Article 39(1), point (c)					
564	(c) first and last mile connections between and to these access points.		(c) first and last mile connections between and to these access points, <i>including active mobility, light rail and other public transport infrastructure</i>	(c) first and last mile connections between and to these access points.	BC
Article 39(2)					
565	2. The urban nodes of the trans-European transport network are listed in Annex			2. The cities at the centre of each urban nodes of the trans-European transport	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	II.			network are listed in Annex II. In order to be part of the trans-European transport network and to be listed in Annex II, an urban node shall have a population of 100.000 inhabitants or more, or, where no such urban node exists in a NUTS 2 region, it shall be the main node of that NUTS 2 region.	PRES suggests keeping GA
Article 40					
566	Article 40 Urban nodes requirements			Article 40 Urban nodes requirements	
Article 40, first paragraph					
567	When developing the trans-European transport network in urban nodes, in order to ensure the effective functioning of the entire network without bottlenecks, Member States shall ensure:			1. When developing the trans-European transport network in urban nodes, in order to ensure the effective functioning of the entire network without bottlenecks, Member States shall ensure:	
Article 40, first paragraph, point (a)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
568	(a) availability of alternative fuels recharging and refuelling infrastructure, including in logistics platforms and for public transport in full compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];		(a) availability of alternative fuels recharging and refuelling infrastructure, including in <i>logistics platforms multimodal freight terminals</i> and for public transport in full compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	(a) the availability of alternative fuels recharging and refuelling infrastructure, including in logistics platforms and for public transport in full compliance with the requirements of in accordance to Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	B PRES suggests keeping GA
Article 40, first paragraph, point (b)					
569	(b) by 31 December 2025:			(b) by 31 December 2025 2027 :	C PRES suggests keeping GA
Article 40, first paragraph, point (b)(i)					
570	(i) adoption of a sustainable urban mobility plan (SUMP) in line with Annex V that includes notably measures to integrate the different modes of transport, to promote efficient zero-emission mobility including sustainable and zero-emission urban logistics, to		(i) adoption of a publicly accessible of a sustainable urban mobility plan (SUMP) in line with Annex V that includes notably measures to integrate the different modes of transport, to <i>evaluate their affordability and accessibility for users to address mobility poverty, to</i>	(i) the adoption of a sustainable urban mobility plan (SUMP) in line with Annex V and monitoring of a SUMP for each urban node that includes notably inter alia measures to integrate the different modes of transport and shift towards sustainable	C New PRES compromise proposal (i) the adoption and monitoring of a publicly accessible sustainable

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;		promote efficient zero-emission zero- and low-emission mobility including sustainable and zero-emission active modes and public transport, as well as zero- and low-emission urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;	mobility , to promote efficient zero-emission mobility including sustainable and zero-emission zero and low-emission mobility including urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;	<u>urban mobility plan (SUMP)</u> for each urban node that includes inter alia measures to integrate the different modes of transport and shift towards sustainable mobility, to promote efficient zero and low-emission mobility including urban logistics, to reduce air and noise pollution and <u>where appropriate, to assess the user's affordability and accessibility to transport.</u>
Article 40, first paragraph, point (b)(ii)					
571	(ii) collection and submission to the Commission of urban mobility data per urban node covering at minimum greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility service, as well as data on air and noise pollution. Thereafter these data shall be submitted every year;		(ii) collection and submission to the Commission of urban mobility data per urban node covering at minimum greenhouse gas emissions, congestion, accidents and injuries, modal share and access to accessibility and affordability of public and private mobility service, including for vulnerable road users and for people with reduced mobility , as	(ii) the collection and submission to the Commission of urban mobility data per urban node covering at minimum greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility service, as well as data on air and noise pollution. Thereafter these data shall be submitted every year indicators, as defined in paragraph 2 of	c PRES suggests keeping GA. (ii) the collection and submission to the Commission of urban mobility indicators <u>per urban node in order to ensure a coherent collection of urban mobility data in the fields</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p>well as data on air and noise pollution. <i>Where possible, the data collected should be disaggregated on age, gender and disability.</i></p> <p>Thereafter these data shall be submitted every year;</p>	<p>this Article, for each urban node;</p>	<p><u>of sustainability, environment, safety, affordability and accessibility of public and private mobility services. These indicators shall be defined in line with the procedure set out</u> in paragraph 2 of this Article;</p>
Article 40, first paragraph, point (b)(iia)					
571a			<p><i>(iia) the adoption of concrete measures fostering the wider deployment of information and communications technology (ICT) tools and intelligent transport systems (ITS), with open access to all operators, to allow optimised itineraries for vehicles with a view to improving the management of traffic flows, reducing congestion, air pollution and improving road safety, as well as real-time information on availability of alternative fuels infrastructure.</i></p>		<p>C</p> <p>PRES suggests keeping GA.</p> <p>Potential compromise: integration in Article 42 and in Article 41 (add. priorities)</p>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 40, first paragraph, point (b)(iib)					
571b			<i>(iib) the assessment and the description of possible solutions to address the investment needs required to meet the obligations under this Article and to prevent bottlenecks in urban nodes</i>		C PRES suggests keeping GA. Potential compromise: reference to financing in Annex V, if kept as only “guidelines”
Article 40, first paragraph, point (c)					
572	(c) by 31 December 2030:			(c) by 31 December 2030; the development of multimodal passenger hubs to facilitate first and last mile connections which are equipped with at least one recharging station as defined in Article 2, point (43), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] dedicated to serve buses and coaches;	C Presidency proposes to keep the draft of the Commission. The rest of the line would be included in line 576

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 40, first paragraph, point (c)(i)					
573	(i) for passenger transport: sustainable, seamless and safe interconnection between rail, road, air, the active modes of transport and, as appropriate, inland waterway and maritime infrastructure;		(i) for passenger transport: sustainable, seamless and safe interconnection between rail, road, air, the active modes of transport, <i>including public transport and, where possible, EuroVelo infrastructures,</i> and, as appropriate, inland waterway and maritime infrastructure;	(i) for passenger transport: sustainable, seamless and safe interconnection between rail, road, air, the active modes of transport and, as appropriate, inland waterway and maritime infrastructure;	C Presidency proposes to keep the GA.
Article 40, first paragraph, point (c)(ii)					
574	(ii) for passenger transport: ability for passengers to access information, book, pay their journeys and retrieve their tickets through multimodal digital mobility services;		(ii) for passenger transport: ability for passengers to access information, book, pay their journeys and retrieve their tickets through multimodal digital mobility services, <i>and enabling single ticketing, where possible, when different operators are involved;</i>	(ii) for passenger transport: ability for passengers to access information, book, pay their journeys and retrieve their tickets through multimodal digital mobility services;	C Presidency proposal: <u>(i) for passenger transport: ability for passengers to access information, book, pay their journeys and retrieve their tickets through multimodal digital mobility services, and enabling single ticketing, where possible, when</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>different operators are involved;</u>
Article 40, first paragraph, point (c)(iii)					
575	(iii) for freight transport: sustainable, seamless and safe interconnection between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure as well as appropriate connections with logistics platforms and facilities;		(iii) for freight transport: sustainable, seamless and safe interconnection between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure as well as appropriate connections with <i>logistics platforms multimodal freight terminals</i> and facilities, <i>and safe and secure truck parking areas;</i>	(iii) for freight transport: sustainable, seamless and safe interconnection between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure as well as appropriate connections with logistics platforms and facilities;	C Presidency proposes to keep the GA.
Article 40, first paragraph, point (c)(iv)					
576	(iv) the development of multimodal passenger hubs to facilitate first and last mile connections which are equipped with at least one recharging station as defined in Article 2, point (43), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure]		(iv) the development of multimodal passenger hubs to facilitate first and last mile connections which are equipped with at least one recharging <i>and refuelling</i> station as defined in Article 2, <i>point (43)</i> , of Regulation (EU) [...] [on the deployment of alternative	(iv) the development of multimodal passenger hubs to facilitate first and last mile connections which are equipped with at least one recharging station as defined in Article 2, point (43), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure]	C Presidency proposal: (ii) the development of multimodal passenger hubs to facilitate first and last mile connections which are equipped with at least one recharging station as defined

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	dedicated to serve heavy-duty vehicles;		fuels infrastructure], <i>used for hydrogen</i> , dedicated to serve heavy-duty vehicles;	dedicated to serve heavy-duty vehicles;	in Article 2, point (43), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] dedicated to serve buses and coaches.
Article 40, first paragraph, point (d)					
577	(d) by 31 December 2040: the development of at least one multimodal freight terminal allowing for sufficient transshipment capacity within or in the vicinity of the urban node.		(d) by 31 December 2040: the development of at least one multimodal freight terminal allowing for sufficient transshipment capacity <i>to meet urban logistics needs and ensure last mile connections</i> within or in the vicinity of the urban node-, <i>with the possibility for one terminal to serve more than one urban node, if capacity allows.</i>	(d) by 31 December 2040-, the development, where economically viable , of at least one multimodal freight terminal, if such a terminal does not already exist , allowing for sufficient transshipment capacity within or in the vicinity of the urban node.	C PRES suggests to keep GA. EP proposal regarding the possibility of serving more than one urban node is already included in line 577 a.
Article 40, first paragraph, point (d), second subparagraph					
577a				One multimodal freight terminal may serve several urban nodes and be located in the urban node itself or in its vicinity.	C Presidency proposes to keep the GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Member States shall inform the Commission accordingly.	
Article 40, first paragraph, point (db)					
577b			<i>(da) from 1 January 2026, Union funding for projects of common interest related to urban nodes is conditional to the adoption of SUMPs in accordance with the requirements set out in Annex V</i>		C Presidency proposes to keep the GA.
Article 40, first paragraph, point (dc)					
577c				1a. When adopting and monitoring the SUMPs, local authorities, in cooperation with national authorities where relevant, shall make all possible efforts to ensure that SUMPs are in line with the guidelines in Annex V while also taking into consideration long distance trans-European transport flows.	C Presidency proposes to keep the GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 40, second paragraph					
578	<p>The Commission shall adopt, no later than one year after the entry into force of this Regulation an implementing act establishing a methodology for the data to be collected by the Member States referred to under point (ii) of paragraph (b). That implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3).</p>		<p>The Commission shall, <i>in close cooperation with Member States and their regional and local authorities</i>, adopt, no later than one year after the entry into force of this Regulation an implementing act establishing a methodology for the data to be collected by the Member States referred to under point (ii) of paragraph (b). <i>When doing so, the availability and accessibility of data at local level, as well as existing local and regional urban mobility plans, shall be taken into consideration.</i> That implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3).</p>	<p>2. The Commission shall adopt, no later than one year after the entry into force of this Regulation an implementing act establishing a methodology for the data to be collected by the Member States referred to under point (ii) of paragraph (b) defining, in a limited number, the indicators related to transport sustainability and safety referred to under paragraph 1(b). Such implementing act shall also specify individual deadlines for submitting each indicator. Those deadlines shall be set from 3 to 5 years. When setting up the detailed set of indicators, the availability and accessibility of data at regional and local level shall be taken into consideration. That</p>	<p>C</p> <p>Presidency proposes to merge the EP AM and Council GA.</p> <p>2. The Commission shall, <u>in close cooperation with Member States and their regional and local authorities</u>, adopt, no later than one year after the entry into force of this Regulation an implementing act defining, in a limited number, the indicators related to transport sustainability and safety referred to under paragraphs 1(b). Such implementing act shall also specify individual deadlines for submitting each indicator. Those deadlines shall be set from 3 to 5 years. <u>When doing so, the availability and</u></p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3).	<u>accessibility of data at local level, as well as existing local and regional urban mobility plans, shall be taken into consideration.</u> That implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3).
Article 40, third paragraph					
578a				3. The Commission shall also establish, no later than one year after the entry into force of this Regulation, an internet interface allowing the relevant authorities to submit the SUMP and the indicators referred to in paragraph 1(b), and allowing the Member States to ensure that the SUMP and the indicators have been submitted.	C Presidency proposes to keep the GA
Article 40, second paragraph b					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
578b			<p><i>By ... [one year after the entry into force of this Regulation], the Member States shall designate a national SUMP contact point and shall establish a national SUMP programme with the aim of supporting the urban nodes to adopt and implement the SUMP's which are referred to in point (b), sub-point (i). The national SUMP contact point and the national SUMP programme shall in particular provide technical assistance and expert support for the preparation and implementation of SUMPs. It shall, in collaboration with the Commission, regularly monitor the proper implementation of SUMPs, progress towards sectoral policy objectives, including decarbonisation, road safety, coherences with Sustainable Energy and Climate Action Plans, Sustainable Urban</i></p>		<p>C</p> <p>Presidency proposes to keep the GA</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>Logistics Plans, and other relevant plans. The national SUMP contact point shall foster exchange of best practices between urban nodes and may issue recommendations in case of non-compliance with the minimum requirements and standards.</i>		
Article 40, second paragraph c					
578c			<i>By 31 December 2025 at the latest, the Commission shall present implementing acts with harmonised safety standards for cycling and pedestrian transport infrastructure.</i>		C Presidency proposes to keep the GA.
Article 41					
579	Article 41 Additional priorities for urban nodes			Article 41 Additional priorities for urban nodes	
Article 41, first paragraph					
580					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	In the promotion of projects of common interest related to urban nodes, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:		In the promotion of projects of common interest related to urban nodes, and in addition to the general priorities set out in Articles 12 and 13, <i>attention shall be given to the following urban nodes shall ensure:</i>	In the promotion of projects of common interest related to urban nodes, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:	C Presidency proposes to keep the GA.
Article 41, first paragraph, point (a)					
581	(a) seamless interconnection between the infrastructure of the trans-European transport network and the infrastructure for regional and local transport;			(a) seamless interconnection first and last mile connections between the infrastructure of the trans-European transport network and the infrastructure for regional and local transport referred to in Article 39(1)(b), in order to increase the performance of the trans-European transport network, such as metros or tramways;	B Presidency proposes to keep the GA.
Article 41, first paragraph, point (b)					
582	(b) mitigation of the		(b) mitigation of the	(b) mitigation seamless	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	exposure of urban areas to negative effects of transiting rail and road transport, which may include bypasses;		exposure of urban areas to negative effects of transiting rail and road transport, which may include bypasses in particular in the most affected areas, including integration of infrastructure for active modes within newly built or upgraded rail and road infrastructure, including bridges;	interconnection between the infrastructure of the exposure of trans-European transport network and the infrastructure for regional and local sustainable transport. It may include, for passengers, the ability to access information, book, pay their journeys and retrieve their tickets through multimodal digital mobility services, and for freight, urban areas to negative effects of transiting rail and road transport, which may include bypasses logistic facilities to enhance the consolidation of deliveries in urban areas, such as micro-hubs and cycle logistic hubs, in particular those connected with railway and waterborne transport infrastructure;	B Presidency proposes to keep the GA. Reference to active modes in EP proposal is already included in line 582a.
Article 41, first paragraph, point (ba)					
582a				(ba) sustainable, seamless and safe interconnection of	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				passenger transport infrastructure between rail, road, the active modes of transport and, as appropriate, inland waterway, air, and maritime;	B
Article 41, first paragraph, point (bb)					
582b				(bb) sustainable, seamless and safe interconnection of freight transport infrastructure between rail, road, and as appropriate, inland waterway, air, and maritime as well as appropriate connections with logistics platforms and facilities;	B Presidency proposes to keep the GA
Article 41, first paragraph, point (c)					
583	(c) promotion of efficient and low-noise zero emission transport and mobility, including greening urban fleets;		(c) promotion of efficient and low-noise zero <i>zero-emission or sustainable</i> transport and mobility, including greening urban fleets;	(c) promotion of efficient and low-noise zero emission transport and mobility, including greening urban fleets <i>mitigation of the exposure of urban areas to</i>	B Presidency proposes to keep the GA. Reference in EP proposal is

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				negative effects of transiting rail and road transport;	already included in line 584
Article 41, first paragraph, point (d)					
584	(d) increase of the modal share of public transport and of active modes;		(d) increase of the modal share of public transport and of active modes, <i>including by providing secure bicycle parking at train and bus stations, with dedicated charging areas for e-bikes, as well as safe and secure infrastructure for active modes;</i>	(d) increase of the modal share of public transport and of active modes promotion of efficient and low-noise zero emission transport and mobility, including greening urban fleets for passengers and freight;	B Presidency proposes to keep the GA. Proposal of EP included in line 585.
Article 41, first paragraph, point (e)					
585	(e) digital exchange of transport and traffic information between urban and non-urban traffic management centres and with entities providing information services, in line with ISO/CEN standards.			(e) digital exchange of transport and traffic information between urban and non-urban traffic management centres and with entities providing information services, in line with ISO/CEN standards increase of the modal share of public transport and of active	B Presidency proposes to adapt the GA to include EP proposal in line 584 (e) where appropriate, increase of the modal share of public transport and of active modes and measures to orientate primarily the

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				modes and measures to orientate primarily the mobility of passengers in favour of these modes;	mobility of passengers in favour of these modes <u>including secure bicycle parking at train and bus stations, with dedicated charging areas for e-bikes, as well as safe and secure infrastructure for active modes;</u>
Article 41, first paragraph, point (f)					
585a				(f) promotion of efficient low-noise and low-carbon urban freight delivery.	B Presidency proposes to keep the GA.
Article 41, first paragraph, point (eb)					
585b			<i>(ea) increase of accessibility and connectivity between urban and rural areas and unhindered access to smart, sustainable and affordable transport;</i>		B PRES compromise proposal: <i>(ea) <u>where appropriate, increase of accessibility and connectivity between urban and rural areas and unhindered access to smart, sustainable and affordable transport;</u></i>
Article 41, first paragraph, point (ec)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
585c			<i>(eb) increase, where relevant, metro/light rail connections between bottleneck sections between two cross-border urban nodes.</i>		B PRES proposes to keep the GA. Too specific examples, no necessarily added value.
585ca					(ec) the adoption of concrete measures fostering the wider deployment of information and communications technology (ICT) tools and intelligent transport systems (ITS), with open access to all operators, to allow optimised itineraries for vehicles with a view to improving the management of traffic flows, reducing congestion, air pollution and improving road safety, as well as real-time information on availability of alternative fuels infrastructure.

