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From:	General Secretariat of the Council
To:	Permanent Representatives Committee
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Subject:	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013 - Preparation for the trilogue

I. INTRODUCTION

1. On 14 December 2021, the Commission adopted the proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013. The proposed revision of the TEN-T development policy aims to build a reliable, seamless and high-quality trans-European transport network that ensures sustainable connectivity across the European Union without physical interruptions, bottlenecks or missing links by 2050. The intention is that this network will contribute to the achievement of the EU's sustainable mobility objectives, the proper functioning of the internal market and the economic, social and territorial cohesion of the EU. It should be developed step by step, with proposed deadlines in 2030, 2040 and 2050.

2. An amended proposal was adopted by the Commission on 27 July. It aims in particular to respond to the impact of Russia's war of aggression against Ukraine.
3. The European Economic and Social Committee adopted an opinion on the proposal on 23 March 2022. The Committee of the Regions adopted an opinion on the proposal on 11 October 2022.
4. In the Council, following discussions at technical level at the Working Party on Transport – Intermodal Questions and Network between January and November 2022, the TTE Council reached a general approach on the proposal at its meeting on 5 December 2022.
5. In the European Parliament (EP) Mr Dominique RIQUET (Renew, FR) and Ms Barbara THALER (EPP, AT) were appointed co-rapporteurs for the proposal on behalf of the TRAN committee. The TRAN Committee voted on the report on 14 April 2023, and the decision to enter into interinstitutional negotiations on that basis was confirmed in plenary on 19 April.
6. Subsequently, the first informal trilogue took place on 24 April 2023, aiming at presentation and mutual understanding of the respective positions of the European Parliament and of the Council on the key issues of the proposal.
7. The second informal trilogue was held on 26 June 2023. At this meeting, the co-legislators endorsed lines tentatively agreed at technical meetings and exchanged views on some political topics in Chapters I and II.
8. At the third trilogue on 2 October, the co-legislators discussed the provisions in Chapters IV, V and VI and ways forward.
9. At the fourth trilogue on 14 November, the Presidency reached agreement with the Parliament on Articles 47a (Military mobility) and Article 48 (maintenance) and discussed the provisions in Chapter III.

II. PRESIDENCY SUGGESTIONS IN VIEW OF THE NEXT TRILOGUE

10. The next trilogue will take place on 18 December 2023. The Presidency intends to discuss all outstanding issues and reach an overall provisional agreement on the proposal.
11. Recognizing the significance of mutual understanding and flexibility, the Presidency has made some efforts to address the **Parliament's key political elements**, striving to integrate these within the broader framework of the general approach, including the electrification of the last mile in rail transport, safe and secure parking areas, long-distance railway connections to major airports or the establishment of contact points in urban nodes for the elaboration of SUMPs.
12. In order to address these priorities of the Parliament, which were expressed during the technical meetings and at the last trilogue of 14 November, the Presidency seeks delegations' flexibility regarding the compromise proposals in particular on the following lines:

281, 292, 292a, 292b, 284f, 294f, 297c, 297l, 308c, 313-316 (rail transport), **468, 474c** and **476** (road transport), **501, 503** and **507a** (air transport), **line 549** (terminals), **569, 576, 577** and **578b** (urban nodes).
13. With this flexibility a balanced and effective regulation is ensured that aligns closely with the primary interests articulated by Member States in the general approach and throughout negotiations with the Parliament.
14. Regarding **governance**, the Presidency proposes a comprehensive package that encompasses key articles, namely Article 8.4a (financial safeguards), Article 54 (implementation acts for corridors and sections), Article 58 (alignment of national plans with EU transport policies), and Article 62 (delays in network execution). The Presidency believes that this proposed package upholds the essential elements of the general approach in the following manner:
 - **Article 8.4a:** This article, regarded as a red line for many Member States, retains the same wording as outlined in the general approach.

- **Article 54 (lines 734-748)**: The implementing acts for corridors specifically address cross-border and key national sections in a limited number, thereby reducing administrative burdens. Furthermore, the preservation of references to Article 8.4a and Article 172 TFUE ensures the conformity of affected Member States. These acts are proposed to be adopted through the examination procedure, ensuring that majority of Member States will by take the final decision.
- **Articles 58 (lines 758-761) and 62 (lines 783-787)**: Both articles closely adhere to the criteria set out in the general approach, eliminating any hindrances and rigidities introduced in EP amendments. This ensures a streamlined and effective approach in line with the overarching objectives.

15. The Presidency is confident that this package strikes the right balance, taking into account the concerns and priorities of Member States.
16. Furthermore, following the views expressed at the Working Party meetings, adjustments or new compromises have been introduced among others on the following lines: **127, 128, 140, 181, 197, 237, 237c, 242c, 383f, 468, 478, 515a, 569, 572, 577, 751, and 875-878.**
17. Changes to the text entered in the last column compared to the Council general approach have been marked in **bold-underline** or ~~strikethrough~~.
18. On all the lines on which no compromise proposals have been included, the Presidency intends to keep the general approach at the trilogue.
19. Delegations' attention is also drawn to the maps which can be found in WK 16781/23 and addenda.

III. CONCLUSION

20. In the light of the above, the Permanent Representatives Committee is invited to agree on the mandate for the upcoming trilogue as set out in the Annex (the four-column table) to this note and as set out in WK 16781/2023 and addenda (maps).

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 I					
93	CHAPTER I GENERAL PRINCIPLES			CHAPTER I GENERAL PRINCIPLES	
Article 1					
94	Article 1 Subject matter			Article 1 Subject matter	
Article 1(1)					
95	1. This Regulation establishes guidelines for the development of a trans-European transport network consisting of the			1. This Regulation establishes guidelines for the development of a trans-European transport network consisting of the	

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	comprehensive network and of the core and extended core network, the two latter being established on the basis of the comprehensive network.			comprehensive network and of the core and extended core network, the two latter being established on the basis of the comprehensive network.	
Article 1(2)					
96	2. This Regulation identifies:			2. This Regulation identifies:	
Article 1(2), point (a)					
97	(a) European Transport Corridors of highest strategic importance on the basis of priority sections of the trans-European transport network;			(a) European Transport Corridors of highest strategic importance on the basis of priority sections of the trans-European transport network;	
Article 1(2), point (b)					
98	(b) projects of common interest and specifies the requirements to be complied with for the development and implementation of the infrastructure of the trans-			(b) projects of common interest and specifies the requirements to be complied with for the development and implementation of the infrastructure of the trans-	

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	European transport network.			European transport network.	
Article 1(3)					
99	3. This Regulation sets out the priorities for the development of the trans-European transport network and provides for measures for the implementation of the trans-European transport network.			3. This Regulation sets out the priorities for the development of the trans-European transport network and provides for measures for the implementation of the trans-European transport network.	
Article 2					
100	Article 2 Scope			Article 2 Scope	B
Article 2(1)					
101	1. This Regulation applies to the trans-European transport network as shown on the maps set out in Annex I. The trans-European transport network comprises transport infrastructure, including		1. This Regulation applies to the trans-European transport network as shown on the maps set out in Annex I. The trans-European transport network comprises transport infrastructure, including	1. This Regulation applies to the trans-European transport network as shown on the maps set out in Annex I and in the lists in Annex III. The trans-European transport network comprises	1. This Regulation applies to the trans-European transport network as specified in the maps in Annex I and in the lists in Annex II. The trans-European transport network comprises transport

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	infrastructure for the deployment of alternative fuels, ICT systems for transport as well as measures promoting the efficient management and use of such infrastructure and permitting the establishment and operation of sustainable and efficient transport services.		infrastructure for the deployment of alternative fuels, ~~and~~ ICT systems for transport ~~as well as measures promoting the efficient management and use of such infrastructure and permitting the establishment and operation of sustainable and efficient transport services~~ according to Directive 2014/94/EU of the European Parliament and of the Council and Directive 2010/40/EU of the European Parliament and of the Council, respectively.	transport infrastructure, including infrastructure for the deployment of alternative fuels, ICT systems for transport as well as measures promoting the efficient management and use of such infrastructure and permitting the establishment and operation of sustainable and efficient transport services.	infrastructure, including infrastructure for the deployment of alternative fuels, ICT systems for transport as well as measures promoting the efficient management and use of such infrastructure and permitting the establishment and operation of sustainable and efficient transport services. B, except the content of Annexes I and II. Text Origin: Council Mandate
Article 2(2)					
102	2. The infrastructure of the trans-European transport network consists of the infrastructure for railway transport, inland waterway transport, maritime transport, road transport, air transport, multimodal transport and transport in			2. The infrastructure of the trans-European transport network consists of the infrastructure for railway transport, inland waterway transport, maritime transport, road transport, air transport, ~~and~~ multimodal transport ~~and transport,~~	2. The infrastructure of the trans-European transport network consists of the infrastructure for railway transport, inland waterway transport, maritime transport, road transport, air transport and multimodal transport, including in

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	urban nodes, as laid down in the relevant sections of Chapters II, III and IV.			including in urban nodes, as laid down in the relevant sections of Chapters II, III and IV.	urban nodes, as laid down in the relevant sections of Chapters II, III and IV. B Text Origin: Council Mandate
Article 3					
103	Article 3 Definitions			Article 3 Definitions	
Article 3, first paragraph					
104	For the purpose of this Regulation, the following definitions apply:			For the purpose of this Regulation, the following definitions apply:	
Article 3, first paragraph, point (a)					
105	(a) 'project of common interest' means any project carried out pursuant to this Regulation;			(a) 'project of common interest' means any project carried out pursuant to this Regulation;	
Article 3, first paragraph, point (b)					
106					

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	(b) 'neighbouring country' means a country falling within the scope of the European Neighbourhood Policy, the Enlargement Policy, and the European Economic Area, the European Free Trade Association or the EU-UK Trade and Cooperation Agreement;			(b) 'neighbouring country' means a third country falling within the scope of the European Neighbourhood Policy, the Enlargement Policy, and the European Economic Area, the European Free Trade Association or the EU-UK Trade and Cooperation Agreement;	(b) 'neighbouring country' means a third country falling within the scope of the European Neighbourhood Policy, the Enlargement Policy, and the European Economic Area, the European Free Trade Association or the EU-UK Trade and Cooperation Agreement; A Text Origin: Council Mandate
Article 3, first paragraph, point (c)					
107	(c) 'NUTS region' means a region as defined in the Nomenclature of Territorial Units for Statistics;			(c) 'NUTS region' means a region as ~~defined in the Nomenclature~~ classified in Regulation (EC) No 1059/2003 on the establishment of a common classification of territorial units for statistics;	(c) 'NUTS region' means a region as classified in Regulation (EC) No 1059/2003 on the establishment of a common classification of territorial units for statistics; B Text Origin: Council Mandate

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Article 3, first paragraph, point (d)					
108	(d) 'cross-border section' means the section which ensures the continuity of a project of common interest on both sides of the border, between the closest urban nodes to the border of two Member States or between a Member State and a neighbouring country;			(d) 'cross-border section' means the section which ensures the continuity of a project of common interest on both sides of the border, between the closest urban nodes to the border of two Member States or between a Member State and a neighbouring country;	
Article 3, first paragraph, point (e)					
109	(e) 'bottleneck' means a physical, technical, functional, operational or administrative barrier which leads to a system break affecting the continuity of long-distance or cross-border flows;		(e) 'bottleneck' means a physical, technical, functional, operational or administrative barrier which leads to a system break, <i>congestion or standstills in either direction of traffic, or recurrent interruptions affecting the continuity</i> of long-distance or cross-border flows;	(e) 'bottleneck' means a physical, technical, functional, operational or administrative barrier which leads to a system break affecting the continuity of traffic for long-distance or cross-border flows;	(e) 'bottleneck' means a physical, technical, functional, operational or administrative barrier which leads to a system break, <u>including systematic congestion or standstill</u> , affecting the continuity of traffic for long-distance or cross-border flows. B
Article 3, first paragraph, point (f)					
110					

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	(f) 'urban node' means an urban area where elements of the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, logistic platforms and facilities and freight terminals, located in and around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local traffic;		(f) 'urban node' means ~~ana~~ functional urban area where elements of the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, ~~logistic platforms~~ infrastructure for active modes, multimodal freight hubs and facilities, train turnaround terminals and freight terminals, located in ~~and/or~~ around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local and urban traffic of passengers and freight ;	(f) 'urban node' means an urban area where elements of the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, logistic platforms and facilities and freight terminals; located in and around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local traffic, including the one related to active modes ;	(f) ~~(f)~~ 'urban node' means an urban area where elements of the transport infrastructure of the trans-European transport network for passengers and freight , such as ports including passenger terminals, airports, railway stations, bus terminals, ~~logistic platforms and facilities~~ and multimodal freight terminals, located in and around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local traffic; ~~including the one related to~~ infrastructure for active modes; B Compromise proposal agreed with the EP.
Article 3, first paragraph, point (g)					
111	(g) 'isolated network' means the rail network of a			(g) 'isolated network' means the rail network of a	C - linked to Articles 16

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	Member State, or a part thereof, with a track gauge different from that of the European standard nominal track gauge (1435 mm), for which certain major infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;			Member State, or a part thereof, with a track gauge different from that of the European standard nominal track gauge (1435 mm), for which certain major infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;.	and 16a EP accepts Council position.
Article 3, first paragraph, point (h)					
112	(h) 'infrastructure manager' means any body or undertaking that is responsible, in particular, for establishing or maintaining transport infrastructure, including the management of infrastructure control and safety systems;			(h) 'infrastructure manager' means any body or undertaking that is responsible, in particular, for establishing or maintaining transport infrastructure, including the management of infrastructure control and safety systems;	B
Article 3, first paragraph, point (i)					
113	(i) 'multimodal transport'			(i) 'multimodal transport'	

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	means the carriage of passengers or freight, or both, using two or more modes of transport;			means the carriage of passengers or freight, or both, using two or more modes of transport;	
Article 3, first paragraph, point (j)					
G 114	(j) 'multimodal digital mobility services' means services as defined in Article 4 of Directive (EU) [...] on the framework for the deployment of Intelligent Transport Systems¹; 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 [...]).			(j) 'multimodal digital mobility services' means services as defined in Article 4[...] of Directive 2010/40 (EU) [...] on the framework for the deployment of Intelligent Transport Systems¹; 1. Directive ~~2021~~XXX (EU)/... 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 [...]).	A
Article 3, first paragraph, point (k)					
Y 115	(k) 'interoperability' means the ability, including all the regulatory, technical and operational conditions, of		(k) 'interoperability' means the ability, including all the regulatory, technical, <i>administrative</i> and	(k) 'interoperability' means the ability, including all the regulatory, technical and operational conditions, of	(k) 'interoperability' means the ability, including all the regulatory, technical, <u>administrative</u> and

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	the infrastructure, including digital infrastructure in a transport mode or segment, to allow safe and uninterrupted traffic and information flows which achieve the required levels of performance for that infrastructure mode or segment;		operational conditions, of the infrastructure, including digital infrastructure in a transport mode or segment, <i>as well as between different modes</i> , to allow safe and uninterrupted traffic and information flows which achieve the required levels of performance for that infrastructure mode or segment;	the infrastructure, including digital infrastructure in a transport mode or segment, to allow safe and uninterrupted traffic and information flows which achieve the required levels of performance for that infrastructure mode or segment;	operational conditions, of the infrastructure, including digital infrastructure in a transport mode or segment, <u>as well as between different modes</u> , to allow safe and uninterrupted traffic and information flows which achieve the required levels of performance for that infrastructure mode or segment; B
Article 3, first paragraph, point (l)					
116	(l) ‘multimodal passenger hub’ means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface between urban nodes and longer-		(l) ‘multimodal passenger hub’ means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface <i>within and</i> between urban nodes and	(l) ‘multimodal passenger hub’ means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including ~~Park and Ride stations and active modes~~ , are ensured and which act as an interface between urban nodes and longer-	(l) ~~‘multimodal passenger hub’ means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface between urban nodes and longer-~~ <u>‘multimodal passenger hub’ means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including <u>Park and Ride stations</u>, ~~including active modes, are ensured~~ and which act as an interface <u>within and</u></u>

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	distance transport networks;		longer-distance transport networks;	distance transport networks;	between urban nodes and longer-distance transport networks; B EP accepts PRES. compromise.
Article 3, first paragraph, point (m)					
117	(m) 'multimodal freight terminal' means a structure equipped for transshipment between at least two transport modes or between two different rail systems, and for temporary storage of freight, such as terminals in inland or maritime ports, along inland waterways, in airports as well as rail road terminals, including multimodal logistics platforms as referred to in Regulation (EU) 2021/1153;		(m) 'multimodal freight terminal' means a structure equipped for transshipment between at least two transport modes or between two different rail <i>or barge</i> systems, and for temporary storage of freight, such as terminals in inland or maritime ports, along inland waterways, in airports as well as rail road terminals, including multimodal logistics platforms as referred to in Regulation (EU) 2021/1153;	(m) 'multimodal freight terminal' means a structure equipped for transshipment between at least two transport modes or between two different rail systems, and for temporary storage of freight, such as terminals in inland or maritime ports, along inland waterways, in airports as well as rail road terminals, ~~including multimodal logistics platforms as referred to in Regulation (EU) 2021/1153;~~	B EP accepts Council position.
Article 3, first paragraph, point (n)					
118					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(n) 'logistic platform' means an area which is directly linked to the transport infrastructure of the trans-European transport network, which includes at least one freight terminal and enables logistics activities to be carried out;		(n) <i>'logistic platform' means an area which is directly linked to the transport infrastructure of the trans-European transport network, which includes at least one freight terminal and enables logistics activities to be carried out;</i> deleted	(n) 'logistic platform' means an area which is directly linked to the transport infrastructure of the trans-European transport network, which includes at least one freight terminal and enables logistics activities to be carried out;	B Presidency proposes to accept the EP AM (deletion of this definition).
Article 3, first paragraph, point (o)					
119	(o) 'sustainable urban mobility plan' (SUMP) means a document for strategic mobility planning, aiming at improving accessibility to and mobility within the functional urban area (including commuting zones) for people, businesses and goods;			(o) 'sustainable urban mobility plan' (SUMP) means a document for strategic mobility planning, aiming at improving, in a sustainable way , accessibility to and mobility within the functional urban area ~~(including commuting zones)~~ for people, businesses and goods in view in particular of a better quality of life ;	(o) 'sustainable urban mobility plan' (SUMP) means a document for strategic mobility planning, aiming at improving, in a sustainable way, accessibility to and mobility within the functional urban area <u>(including commuting zones in the urban area or in the close vicinity)</u> for people, businesses and goods in view in particular of a better quality of life; B Presidency compromise

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					proposal tentatively agreed with the EP.
Article 3, first paragraph, point (p)					
120	(p) 'active modes' means the transport of people or goods, through non-motorised means, based on human physical activity;		(p) 'active modes' means the transport of people or goods, through non-motorised means, based on human physical activity <i>or by a combination of electric motor and human power</i> ;	(p) 'active modes' means the transport of people or goods, through non-motorised means, based on human physical activity, including those with electric auxiliary propulsion as referred to in Article 2(2) (h) of Regulation (EU) No 168/2013 ;	(p) 'active modes' means the transport of people or goods, through non-motorised means, based on human physical activity, including ~~those~~ <u>vehicles</u> with electric auxiliary propulsion as referred to in Article 2(2) (h) of Regulation (EU) No 168/2013; B Presidency compromise proposal tentatively agreed with the EP.
Article 3, first paragraph, point (q)					
121	(q) 'ICT systems for transport' means information and communications technology systems and applications using		(q) 'ICT systems for transport' means information and communications technology systems and applications using	(q) 'ICT systems for transport' means information and communications technology systems and applications using	(q) 'ICT systems for transport' means information and communications technology systems and applications using

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	information, communication, navigation or positioning/localisation technologies, enabling to process, store and exchange the data and information needed to manage infrastructure, mobility and traffic on the trans-European transport network effectively, to report relevant information to authorities and to provide value-added services to citizens, shippers and operators, including systems for resilient, safe, secure, environmentally sound and capacity-efficient use of the network. They include systems, technologies and services referred to in points (r) to (x) and may also include on-board devices with corresponding infrastructure components;		information, communication, navigation or positioning/localisation technologies, including space based technologies , enabling to process, store and exchange the data and information needed to manage infrastructure, mobility and traffic on the trans-European transport network effectively, to report relevant information to authorities and to provide value-added services to citizens, shippers and operators, including systems for resilient, safe, secure, environmentally sound and capacity-efficient use of the network. They include systems, technologies and services referred to in points (r) to (x) and may also include on-board devices with corresponding infrastructure components;	information, communication, navigation or positioning/localisation technologies, enabling to process, store and exchange the data and information needed to manage infrastructure, mobility and traffic on the trans-European transport network effectively, to report relevant information to authorities and to provide value-added services to citizens, shippers and operators, including systems for resilient, safe, secure, environmentally sound and capacity-efficient use of the network. They include systems, technologies and services referred to in points (r) to (x) and may also include on-board devices with corresponding infrastructure or digital components;	information, communication, navigation or positioning/localisation technologies, including space based technologies , enabling to process, store and exchange the data and information needed to manage infrastructure, mobility and traffic on the trans-European transport network effectively, to report relevant information to authorities and to provide value-added services to citizens, shippers and operators, including systems for resilient, safe, secure, environmentally sound and capacity-efficient use of the network. They include systems, technologies and services referred to in points (r) to (x) and may also include on-board devices with corresponding infrastructure or digital components; B Presidency compromise

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					proposal tentatively agreed with the EP.
Article 3, first paragraph, point (r)					
122	(r) 'intelligent transport system' (ITS) means a system as defined in Article 4(1) of Directive (EU) 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 transport¹; 1. 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 207, 6.8.2010, p. 1).			(r) 'intelligent transport system' (ITS) means a system as defined in Article 4(1) of Directive (EU) 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 transport¹ ; 1. 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 207, 6.8.2010, p. 1).	
Article 3, first paragraph, point (s)					
123					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(s) 'Vessel Traffic Monitoring and Information Systems' (VTMIS) means systems deployed to monitor and manage traffic and maritime transport, using information from Automatic Identification Systems of Ships (AIS), Long-Range Identification and Tracking of Ships (LRIT) and coastal radar systems and radio communications as provided for in Directive 2002/59/EC of the European Parliament and of the Council¹, and includes the integration of the national maritime information systems through SafeSeaNet; ¹. Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJ L 208, 5.8.2002, p. 10).			(s) 'Vessel Traffic Monitoring and Information Systems' (VTMIS) means systems deployed to monitor and manage traffic and maritime transport, using information from Automatic Identification Systems of Ships (AIS), Long-Range Identification and Tracking of Ships (LRIT) and coastal radar systems and radio communications as provided for in ~~established~~ by Directive 2002/59/EC of the European Parliament and of the Council¹, and includes the integration of the national maritime information systems through SafeSeaNet;; ¹. Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJ L 208, 5.8.2002, p. 10).	(s) —'Vessel Traffic Monitoring and Information Systems' (VTMIS) means <u>vessel traffic monitoring and information</u> systems established by Directive 2002/59/EC of the European Parliament and of the Council¹; ~~1. Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJ L 208, 5.8.2002, p. 10).~~ B Presidency compromise proposal tentatively agreed with the EP.
Article 3, first paragraph, point (t)					

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124	(t) 'River Information Services' (RIS) means information and communication technologies on inland waterways as defined in Article 3, point (a) of Directive 2005/44/EC of the Parliament and of the Council¹; 1. Directive 2005/44/EC of the 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).			(t) 'River Information Services' (RIS) means information and communication technologies on inland waterways as defined in Article 3, point (a) of Directive 2005/44/EC of the Parliament and of the Council¹; 1. Directive 2005/44/EC of the 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 3, first paragraph, point (u)					
125	(u) 'European Maritime Single Window environment' (EMSWe) means the legal and technical framework for the electronic transmission of information in relation to reporting obligations for port calls in the Union, which consists of a network of maritime National Single			(u) 'European Maritime Single Window environment' (EMSWe) means the legal and technical framework for the electronic transmission of information in relation to reporting obligations for port calls in the Union, which consists of a network of maritime National Single	(u) 'European Maritime Single Window environment' (EMSWe) means the legal and technical framework, as defined in Article 2(1) of Regulation (EU) 2019/1239 of the European Parliament and of the Council^{1, 1} ^{1. Regulation (EU) No 2019/1239}

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Windows and other harmonised components as provided for in Regulation (EU) 2019/1239 of the European Parliament and of the Council¹; 1. Regulation (EU) No 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64).			~~Windows and other harmonised components as provided for as defined in~~ Regulation (EU) 2019/1239 of the European Parliament and of the Council¹; 1. Regulation (EU) No 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64).	~~of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64).~~ B
Article 3, first paragraph, point (v)					
126	(v) ‘Air Traffic Management / Air Navigation Service System’ (ATM/ANS System) means systems and constituents used for the provision of air traffic management or air navigation services or both;		(v) ‘Air Traffic Management / ~~Air Navigation Service System~~’ ~~(ATM/ANS System)~~ means ~~systems and constituents used for the provision of~~ ~~(ATM)~~’ means the aggregation of the airborne, ground-based and space-based functions and services (air traffic services, airspace management and air traffic flow management) required to ensure the safe and efficient movement of	(v) ‘Air Traffic Management / Air Navigation Service System’ (ATM/ANS System) means systems and constituents used for the provision of air traffic management or air navigation services or both as an ATM/ANS system as defined in Article 3(7) of Regulation (EU) 2018/1139;	B EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			aircraft during all phases of operations ~~or air navigation services or both~~ ;		
Article 3, first paragraph, point (w)					
127	(w) 'European Rail Traffic Management System' (ERTMS) means the system defined in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919¹; ¹. Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1).		(w) 'European Rail Traffic Management System' (ERTMS) means the system defined in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919¹³⁸, and in the context of implementation deadlines, it refers to the two existing ERTMS parts: ETCS and GSM-R/GPRS/FRMCS; ~~¹. Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1).~~	(w) 'European Rail Traffic Management System' (ERTMS) means the system ~~defined~~ referred to in Directive (EU) 2016/797 and in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919¹; ¹. Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1).	(w) 'European Rail Traffic Management System' (ERTMS) means ~~the system~~ ERTMS referred to in ~~Directive (EU) 2016/797~~ and in the Annex, point 2.2, to the Commission Regulation (EU) ~~2016/919¹~~, 2023/1695, and in the context of implementation deadlines it refers to the Class A train protection system and any Class A radio system, referred to in that Regulation; ~~¹. Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1).~~ B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 3, first paragraph, point (x)				
128	(x) 'radio-based ERTMS' means ERTMS of level 2 or level 3 that uses radio to pass movement authorities to the train pursuant to Commission Regulation (EU) 2016/919¹; 1. Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p.1).		(x) 'radio-based ERTMS' means ~~ERTMS of the radio based train control system~~ ETCS application level 2 or level 3 that can be used with or without a class B system and with or without lineside signals and uses radio (GSM-R/GPRS/FRMCS) to pass ~~movement authorities to the~~ all safety and non-safety related data exchange between track and train pursuant to Commission Regulation (EU) 2016/919¹³⁹; ~~1. Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p.1).~~	(x) 'radio-based ERTMS' means ERTMS of level 2 or level 3 that uses radio to pass movement authorities to the train pursuant to Commission Regulation (EU) 2016/919¹; 1. Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p.1).	(x) 'radio-based ERTMS' means ~~ERTMS of the~~ <u>European Train Control System (ETCS) application</u> level 2 ~~or level 3 that uses radio to pass movement authorities to the that does not require lineside signals and uses a Class A radio system for the safety and non-safety related data exchange between track and~~ train pursuant to Commission Regulation (EU) ~~2016/919¹~~; <u>2023/1695.</u> ~~1. Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p.1).~~ B
	Article 3, first paragraph, point (y)				

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
129	(y) ‘class B systems’ means train protection and voice radio legacy systems as defined in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919;			(y) ‘class B systems’ means train protection and voice radio legacy systems as defined in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919;	
Article 3, first paragraph, point (ya)					
129a			<i>(ya) 'free-flowing river' means a river that supports connectivity of water, sediment, nutrients, matter and organisms within the river system and with surrounding landscapes, in all of the following four dimensions: longitudinal (connectivity between up- and downstream); lateral (connectivity to floodplain and riparian areas); vertical (connectivity to groundwater and atmosphere); and temporal (connectivity based on seasonality of fluxes);</i>		B EP drops AM on this line. PRES. proposes to include the idea of free-flowing river in a recital.
Article 3, first paragraph, point (z)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
130	(z) 'maritime port' means an area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of waterborne vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area;		(z) 'maritime port' means an area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of ~~waterborne~~ sea-going vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area;	(z) 'maritime port' means ~~an area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of waterborne vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area~~ a maritime port as defined in Article 2(16) of Regulation (EU) 2017/352;	B EP accepts Council GA.
Article 3, first paragraph, point (aa)					
131	(aa) 'short-sea shipping' means the movement of cargo and passengers by sea between ports situated in geographical waters of Member States or between		(aa) 'short-sea shipping' means the movement of cargo and passengers by sea between ports situated in geographical waters of one or several Member	(aa) 'short-sea shipping' means the movement of cargo and passengers by sea between ports situated in geographical waters of one or several Member	B EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	a port situated in waters of Member States and a port situated in waters of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union;		States or between a port situated in waters of Member States and a port situated in waters of a neighbouring third country having a coastline on the ~~enclosed~~ seas bordering waters of ~~the Union~~ <i>one or several Member States</i> ;	States or between a port situated in waters of Member States and a port situated in waters of a neighbouring ~~third country~~ an adjacent third country having a coastline on the ~~enclosed~~ seas bordering waters of ~~the Union~~ one or several Member States ;	
Article 3, first paragraph, point (ab)					
132	(ab) ‘electronic freight transport information’ (eFTI) means the electronic communication of regulatory information between economic operators and competent authorities in accordance with Regulation (EU) 2020/1056 of the European Parliament and of the Council¹; ¹ Regulation (EU) No 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).			(ab) ‘electronic freight transport information’ (eFTI) means the electronic communication of regulatory information between economic operators and competent authorities in accordance with Regulation (EU) 2020/1056 of the European Parliament and of the Council¹; ¹ Regulation (EU) No 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 3, first paragraph, point (ac)					
133	(ac) ‘Single European Sky’ (SES) means the procedures established under Regulation (EC) No 549/2004¹, (EC) 550/2004², (EC) No 551/2004³, and (EU) No 2018/1139⁴ of the European Parliament and of the Council to reinforce air traffic safety standards, to contribute to the sustainable development of the air transport system and to improve the overall performance of air traffic management and air navigation services for general air traffic; 1. Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (OJ L 96, 31.3.2004, p. 1). 2. Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (OJ L 96, 31.3.2004, p. 10). 3. Regulation (EU) No 551/2004			(ac) ‘Single European Sky’ (SES) means the ~~procedures~~systems established under Regulation (EC) No 549/2004¹, (EC) 550/2004², (EC) No 551/2004³, and (EU) No 2018/1139⁴ of the European Parliament and of the Council to reinforce air traffic safety standards, to contribute to the sustainable development of the air transport system and to improve the overall performance of air traffic management and air navigation services for general air traffic in Europe; 1. Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (OJ L 96, 31.3.2004, p. 1). 2. Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation	B EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European Union (OJ L 96, 31.3.2004, p. 20). 4. Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency (OJ L 212, 22.8.2018, p. 1).			services in the single European sky (OJ L 96, 31.3.2004, p. 10). 3. Regulation (EU) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European Union (OJ L 96, 31.3.2004, p. 20). 4. Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency (OJ L 212, 22.8.2018, p. 1).	
Article 3, first paragraph, point (ad)					
G	134 (ad) 'vertiport' means an area used for the landing and take-off of vertical take-off and landing (VTOL) aircrafts;			(ad) 'vertiport' means an area used for the ~~landing and take-off~~ take-off and landing of vertical take-off and landing (VTOL) aircrafts;	A EP accepts Council GA.
Article 3, first paragraph, point (ae)					
Y	135 (ae) 'spaceport' means an installation for testing and launching space crafts;			(ae) '~~spaceport~~' aircraft contact stand means ~~an installation for testing and launching space crafts~~ a stand in a designated area	B - Change of structure ('Spaceport' moved to paragraph 'afa').

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				of the airport apron equipped with a passenger boarding bridge;	Pending overall agreement on PCA.
Article 3, first paragraph, point (af)					
136	(af) ‘SESAR project’ means a project of the Single European Sky ATM Research programme, the technological pillar of Europe’s Single European Sky (SES) framework;			(af) ‘SESAR project’ means ~~the project of the Single European Sky ATM Research programme, the technological pillar of Europe’s Single European Sky (SES) framework~~ to modernise air traffic management in Europe, aimed at providing the Union with a high performance, standardised and interoperable air traffic management infrastructure, and consisting in an innovation cycle that includes the SESAR definition phase, the SESAR development phase and the SESAR deployment phase;	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 3, first paragraph, point (afa)					
G	136a			(afa) ‘spaceport’ means an installation for testing and launching space crafts;	A - removed from paragraph (ae). EP accepts Council GA.
Article 3, first paragraph, point (ag)					
G	137	(ag) ‘Europe’s Rail Project’ means a project of the Europe’s Rail Joint Undertaking, or its predecessor Shift2Rail;		(ag) ‘Europe’s Rail Project’ means a project of the Europe’s Rail Joint Undertaking, or its predecessor Shift2Rail;	
Article 3, first paragraph, point (ah)					
Y	138	(ah) ‘European ATM Master Plan’ means the main planning tool for ATM modernisation defining the development and deployment priorities needed to deliver the SESAR, as endorsed by Council Decision 2009/320/EC ¹ ; ¹ . Council Decision 2009/320/EC of 30 March 2009 endorsing the		(ah) ‘European ATM Master Plan’ means the ~~main planning tool for ATM modernisation defining the development and deployment priorities needed to deliver the SESAR, as~~ plan endorsed by Council Decision 2009/320/EC ¹ , and as subsequently amended ² ; ¹ . Council Decision 2009/320/EC	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	European Air Traffic Management Master Plan of the Single European Sky ATM Research (SESAR) project (OJ L 95, 9.4.2009, p. 41).			~~of 30 March 2009 endorsing the European Air Traffic Management Master Plan of the Single European Sky ATM Research (SESAR) project (OJ L 95, 9.4.2009, p. 41).~~ 2. Council Decision 2009/320/EC of 30 March 2009 endorsing the European Air Traffic Management Master Plan of the Single European Sky ATM Research (SESAR) project (OJ L 95, 9.4.2009, p. 41).	
Article 3, first paragraph, point (ai)					
G 139	(ai) ‘rail freight governance’ means the governance bodies referred to in Article 8 of Regulation (EU) 913/2010;			(ai) ‘rail freight governance’ means the governance bodies referred to in Article 8 of Regulation (EU) 913/2010;	
Article 3, first paragraph, point (aj)					
Y 140	(aj) ‘maintenance’ means activities that have to be undertaken routinely, periodically or in emergency situations in order to be able to use the asset over its expected service life cycle with the		(aj) ‘maintenance’ means activities <i>and works</i> that have to be undertaken routinely, <i>or</i> periodically ~~or in emergency situations in order to be able to use the asset over its expected service life cycle with the~~	(aj) ‘maintenance’ means activities ~~that have to be undertaken routinely, periodically or in emergency situations in order to be able to use the asset over its expected service life cycle with the~~	(aj) ‘maintenance’ means works intended to maintain the condition and capability of existing infrastructure <u>in a way that it provides a level of service suited to the traffic flow, and a high level of safety</u> during its

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	same level of service and safety, in line with this Regulation;		~~same~~ <i>with the intention of maintaining the condition and capability of existing infrastructure during its lifetime in order to ensure high level of services</i> and safety, in line with this Regulation;	~~same level of service and safety, in line with this Regulation;~~ works intended to maintain the condition and capability of existing infrastructure during its lifetime;	lifetime; B
Article 3, first paragraph, point (ak)					
141	(ak) 'socio-economic cost-benefit analysis' means a quantified ex-ante evaluation, based on a recognised methodology, of the value of a project, taking into account all the relevant social, economic, climate-related and environmental benefits and costs. The analysis of climate-related and environmental costs and benefits shall be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU of the European Parliament and of the Council ¹ ;			(ak) 'socio-economic cost-benefit analysis' means a quantified ex-ante evaluation, based on a recognised methodology, of the value of a project, taking into account all the relevant social, economic, health , climate-related and environmental benefits and costs. The analysis of climate-related and environmental costs and benefits shall be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU of the European Parliament and of the Council ¹ ;	B EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.2002, p. 1).			1. Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L 26, ~~28.1.2002~~ 28.1.2012 , p. 1).	
Article 3, first paragraph, point (al)					
142	(al) ‘alternative fuels’ means alternative fuels as defined in Article 2(3) of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			(al) ‘alternative fuels’ means alternative fuels as defined in Article 2(3) of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	
Article 3, first paragraph, point (am)					
143	(am) ‘safe and secure parking area’ means a parking area accessible to drivers engaged in the carriage of goods or passengers, meeting the requirements of Article 8a (1) of Regulation (EC) No 561/2006 of the European Parliament and of the Council ¹ and which has			(am) ‘safe and secure parking area’ means a parking area accessible to drivers engaged in the carriage of goods or passengers, meeting the requirements of Article 8a (1) of Regulation (EC) No 561/2006 of the European Parliament and of the Council ¹ and which has	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	been certified in accordance with Union standards and procedures, pursuant to Article 8a (2) of that Regulation; 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 (OJ L 102, OJ 11.4.2006, p. 1).			been certified in accordance with Union standards and procedures, pursuant to Article 8a (2) of that Regulation; 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 (OJ L 102, OJ 11.4.2006, p. 1).	
Article 3, first paragraph, point (an)					
144	(an) ‘weigh in motion system’ means an automatic system set up on the road infrastructure with the objective to identify vehicles or vehicle combinations in circulation that are likely to have exceeded the relevant weight limits, in accordance with Directive 96/53/EC of the European Parliament and of the Council¹. 1. Council directive 96/53/EC of 25 July 1996 laying down for			(an) ‘weigh in motion system’ means an automatic system set up on the road infrastructure with the objective to identify vehicles or vehicle combinations in circulation that are likely to have exceeded the relevant weight limits, in accordance with Directive 96/53/EC of the European Parliament and of the Council¹. 1. Council directive 96/53/EC of 25 July 1996 laying down for	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59).			certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59).	
Article 3, first paragraph, point (ana)					
144a				(ao) ‘project authorising decision’ means the decision or a set of decisions, which may be of an administrative nature, taken simultaneously or successively by an authority or by authorities of a Member State, not including administrative and judicial appeal authorities, under a national legal system and administrative law that determine whether or not a project promoter is entitled to implement the project on the geographical area concerned on the core,	B EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				extended core or comprehensive network, without prejudice to any decision taken in the context of an administrative or judicial appeal procedure.	
Article 3, first paragraph, point (anb)					
144b			<i>(ana) ‘project authorising decision’ means the decision or a set of decisions, which may be of an administrative nature, taken simultaneously or successively by an authority or by authorities of a Member State, not including administrative and judicial appeal authorities, under a national legal system and administrative law that determine whether or not a project promoter is entitled to implement the project on the geographical area concerned on the trans-European transport network, without prejudice</i>		B EP AM covered by previous line.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>to any decision taken in the context of an administrative or judicial appeal procedure in accordance with Directive (EU) 2021/1187 of the European Parliament and the Council (the "Smart TEN-T Directive");</i>		
Article 3, first paragraph, point (anc)					
144c			<i>(anb) ‘designated authority’ means the authority which is the point of contact for the project promoter and which facilitates the efficient and structured processing of permit-granting procedures in accordance with Directive (EU) 2021/1187 of the European Parliament and the Council (the “Smart TEN-T Directive”);</i>		B EP drops AM on this line.
Article 3, first paragraph, point (and)					
144d			<i>(anc) ‘critical infrastructure’ means an</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>asset, system or part thereof used for transport purposes and located in one or more Member States which is essential for the maintenance of vital societal functions, health, safety, security, defence, economic or social well-being of people, and the disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions;</i>		B Pending the outcome of the discussion on Article 46 and 47.
Article 3, first paragraph, point (ane)					
144e			<i>(and) ‘EuroVelo’ means the European network of long-distance cycle routes that cross and connect the European continent, including the 17 EuroVelo routes in the network;</i>		B EP AM linked to line 181. EP willing to drop the AM on this line if it can be included on line 181.
Article 3, first paragraph, point (anf)					
144f			<i>(ane) ‘network connectivity index’ means</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>an index which indicates the level of integration achieved through the use of services on each transport network and showing their potential, composed of weighted connectivity indexes for the main transport modes which identify the consistency, the quality, non-discriminatory access for all market participants, the diversity of the offer as well as the inter-modality possibilities between transport modes.</i>		B
Article 3, first paragraph, point (ang)					
144g			<i>(anf) ‘significant delay’ means projects, operational and technical standards on the core, extensive and comprehensive network which are delayed for more than two years in relation to the implementing deadlines laid down in this</i>		B Linked tot he discussion on Article 62.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>Regulation, and in implementing acts provided for therein;</i>		
Article 4					
145	Article 4 Objectives of the trans-European transport network			Article 4 Objectives of the trans-European transport network	
Article 4(1)					
146	1. The overall objective of the development of the trans-European network is to establish one multimodal Union wide network of high quality standards.			1. The overall objective of the development of the trans-European transport network is to establish one multimodal Union wide network of high quality. ~~standards.~~	A
Article 4(2)					
147	2. The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is sustainable,		2. The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is competitive ,	2. The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is sustainable,	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	efficient and resilient and which increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:		sustainable, efficient and resilient and which increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:	safe , efficient and resilient and which increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:	
Article 4(2), point (a)					
G 148	(a) sustainability through:			(a) sustainability through:	G
Article 4(2), point (a)(i)					
G 149	(i) promotion of zero-emission mobility in line with the relevant Union CO ₂ reduction targets;		(i) promotion of ~~zero-emission~~ zero- and low-emission mobility in line with the relevant Union CO ₂ reduction targets;	(i) promotion of ~~zero-emission~~ zero and low emission mobility in line with the relevant Union CO ₂ reduction targets;	Identical amendments. G
Article 4(2), point (a)(ii)					
G 150	(ii) enabling greater use of more sustainable modes of transport, including by further developing a long-distance rail passenger		(ii) enabling greater use of more sustainable modes of transport, including by further developing a fully interoperable long-distance	(ii) enabling greater use of more sustainable modes of transport, ~~including in particular~~ by further developing a long-distance	(ii) enabling greater use of more sustainable modes of transport, in particular by further developing ~~an~~ interoperable long-distance G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	network at high speed and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network across the Union;		rail passenger network at high speed and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network <i>for passengers and freight</i> across the Union;	rail passenger network, including at high speed, and an-and-a-fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network across the Union and also by promoting active modes of transport ;	rail passenger network, including at high speed, and an interoperable rail freight network, a reliable inland waterway and short-sea shipping network ~~across the Union and also by promoting active modes of transport~~ <u>for passengers and freight across the Union</u> ; B PRES. compromise tentatively agreed with the EP.
Article 4(2), point (a)(iii)					
151	(iii) increased environmental protection;			(iii) increased environmental protection;	
Article 4(2), point (a)(iv)					
152	(iv) reduction of external costs including those related to environment, health, congestion and accidents;		(iv) reduction of ~~external costs~~ <i>negative externalities</i> including those related to environment, <i>climate</i> , health, congestion and accidents;	(iv) reduction of ~~external costs~~ <i>negative externalities</i> including those related to environment, health, congestion and accidents;	(iv) reduction of negative externalities including those related to environment, <u>climate</u> , health, congestion and accidents; ~~÷~~ <u>for instance by</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>means of eco-incentives schemes;</u> B PRES. compromise tentatively agreed with the EP.
Article 4(2), point (a)(v)					
G 153	(v) greater energy security;			(v) greater energy security;	G
Article 4(2), point (a)(va)					
G 153a			<i>(va) contribution to the deployment of decarbonisation technologies, including through alternative fuels infrastructure, and optimization of synergies with the Regulation (EU) 2022/869 of the European Parliament and of the Council^{1a};</i> ^{1a} <i>Regulation (EU) 2022/869 of the European Parliament and of the</i>		B EP drops this AM since the concepts are covered in lines 178 and 181.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>Council of 30 May 2022 on guidelines for trans-European energy infrastructure, amending Regulations (EC) No 715/2009, (EU) 2019/942 and (EU) 2019/943 and Directives 2009/73/EC and (EU) 2019/944, and repealing Regulation (EU) No 347/2013 (OJ L 152, 3.6.2022, p. 45).</i>		
Article 4(2), point (a)(vb)					
153b			<i>(vb) promotion of active modes infrastructure;</i>		B EP drops this AM. Similar amendment by the Council in line 150. See also line 173a.
Article 4(2), point (b)					
154	(b) cohesion through:			(b) cohesion through:	
Article 4(2), point (b)(i)					
155	(i) accessibility and		(i) accessibility and	(i) accessibility and	(i) accessibility and

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	connectivity of all regions of the Union, including outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;		connectivity of all regions of the Union, <i>including paying particular attention to</i> outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;	connectivity of all regions of the Union, including outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;	connectivity of all regions of the Union, <i>including paying particular attention to</i> outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas; B Provisionally agreed with EP that Council accepts the EP AM.
Article 4(2), point (b)(ii)					
156	(ii) reduction of infrastructure quality gaps between Member States;		(ii) reduction of infrastructure quality gaps <i>while increasing the capacity of the network within and</i> between Member States;	(ii) reduction of infrastructure quality gaps between regions and Member States;	(ii) reduction of infrastructure quality gaps, <i>and the promotion of interoperability between digital systems of all transport modes, while having adequate capacity of the network</i> between regions and Member States; B Compromise provisionally agreed with

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					EP (merger with line 158a). See also line 166.
Article 4(2), point (b)(iii)					
157	(iii) for both passenger and freight traffic, efficient coordination and interconnection between transport infrastructure for, on the one hand, long-distance traffic and, on the other, regional and local traffic and transport services in urban nodes;		(iii) for both passenger and freight traffic, efficient coordination and interconnection between transport infrastructure for, on the one hand, long-distance traffic and, on the other, regional and local traffic ~~and~~ <i>in order to improve</i> transport services, <i>including</i> in urban nodes;	(iii) for both passenger and freight traffic, efficient coordination and interconnection between transport infrastructure for, on the one hand, long-distance traffic and, on the other, regional and local traffic and transport services in urban nodes;	(iii) for both passenger and freight traffic, efficient coordination and interconnection between transport infrastructure for, on the one hand, long-distance traffic and, on the other, regional and local traffic ~~and~~ <i>in order to facilitate</i> transport services, <i>including</i> in urban nodes; B Compromise provisionally agreed with EP.
Article 4(2), point (b)(iv)					
158	(iv) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of all European			(iv) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of all European	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	regions;			regions;	
Article 4(2), point (b)(iva)					
158a			<i>(iva) European digital interoperable systems for management of all transport modes networks;</i>		B Provisionally agreed with EP to merge lines 156 and 166.
Article 4(2), point (b)(ivb)					
158b			<i>(ivb) increase the network connectivity index;</i>		B
Article 4(2), point (c)					
159	(c) efficiency through:			(c) efficiency through:	
Article 4(2), point (c)(i)					
160	(i) the removal of infrastructure bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these, within		(i) the removal of infrastructure bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these, within	(i) the removal of infrastructure bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between ~~these~~ ~~them~~ , within	(i) The removal of infrastructure bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between them, within

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Member States' territories and between them;		Member States' territories and between ~~them~~ <i>Member States, and connecting, where appropriate, to neighbouring third countries;</i>	Member States' territories and between them;	Member States' territories and between them; <u>in particular for cross-border sections, and connecting, where appropriate, to the trans-European transport network defined in third countries.</u> B Provisionally agreed compromise with EP (merger with line 166d).
Article 4(2), point (c)(ii)					
161	(ii) the removal of functional, administrative, technical and operational interoperability bottlenecks, including gaps in digitalisation,			(ii) the removal of ~~functional, administrative, technical and operational~~ interoperability bottlenecks, including gaps in digitalisation;	B Linked to line 115. EP: if the word 'administrative' is added in line 115, then EP can accept Council GA on this line.
Article 4(2), point (c)(iii)					
162	(iii) the interoperability of		(iii) the interoperability of	(iii) the interoperability of	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	national, regional and local transport networks;		<i>European</i> , national, regional and local transport networks <i>through common European technical and operational rules and standards, technical equipment requirements, staff certification, including such as the use of a single Union-wide language for cross-border rail transport</i> ;	national, regional and local transport networks;	B
Article 4(2), point (c)(iv)					
163	(iv) optimal integration and interconnection of all transport modes, including in urban nodes;			(iv) optimal integration and interconnection of all transport modes, including in urban nodes;	
Article 4(2), point (c)(v)					
164	(v) the promotion of economically efficient, high-quality transport contributing to further economic growth and competitiveness;			(v) the promotion of economically efficient, high-quality transport contributing to further economic growth and competitiveness;	
Article 4(2), point (c)(vi)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
165	(vi) more efficient use of new and existing infrastructure in operation;			(vi) more efficient use of new and existing infrastructure in operation;	(vi) more efficient use of new and existing infrastructure in operation; <u>for example in the rail sector.</u> Provisionally agreed compromise with EP.
Article 4(2), point (c)(vii)					
166	(vii) cost-efficient application of innovative technological and operational concepts;			(vii) cost-efficient application of innovative technological and operational concepts;	(vii) cost-efficient application of <u>interoperable</u> , innovative technological and operational concepts <u>and digital systems</u> ; Compromise provisionally agreed with EP.
Article 4(2), point (c)(viii)					
166a			(viii) optimisation of the capacity of the rail network;		B EP drops AM since already covered in line 165.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 4(2), point (c)(viib)					
G	166b		<i>(viib) continuous and efficient maintenance programs;</i>		B EP willing to drop maintenance here but keeps AM in line 173f.
Article 4(2), point (c)(viic)					
Y	166c		<i>(viic) greater coordination on infrastructure works between Member State for cross-border projects;</i>		B
Article 4(2), point (c)(viid)					
G	166d		<i>(viid) eliminating bottle-necks sections, in particular for cross-border links;</i>		B Provisionally agreed to incorporate EP AM into compromise on line 160.
Article 4(2), point (d)					
G	167	(d) increasing the benefits for its users through:		(d) increasing the benefits for its users through:	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 4(2), point (d)(i)					
168	(i) ensuring the accessibility for and meeting the mobility and transport needs of users, taking into account in particular the needs of people in situations of vulnerability, including persons with disabilities or reduced mobility and people living in remote regions, including the outermost regions and islands;		(i) ensuring the accessibility for and meeting the mobility and transport needs of users, taking into account in particular the needs of people in situations of vulnerability, including persons with disabilities or reduced mobility and people living in remote regions, including the outermost regions and islands, <i>and in rural and sparsely populated areas, thereby preventing and mitigating mobility poverty</i> ;	(i) ensuring the accessibility for users and meeting ~~the~~ their mobility and transport needs ~~of users~~ , taking into account in particular the needs of people in situations of vulnerability, including persons with disabilities or reduced mobility and people living in remote regions, including the outermost regions and islands;	(i) ensuring the accessibility for users and meeting their mobility and transport needs, taking into account in particular the needs of people in situations of vulnerability, including persons with disabilities or reduced mobility and people living in remote regions, including the outermost regions, <u>islands, rural and sparsely populated areas;</u> ~~and islands;~~ B Compromise provisionally agreed with EP. Transport poverty covered by proposal in line 236.
Article 4(2), point (d)(ii)					
169	(ii) ensuring safe, secure and high-quality standards,		(ii) ensuring safe, secure and high-quality standards,	(ii) ensuring safe, secure and high-quality standards,	(ii) ensuring safe, secure and high-quality standards,

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	including quality of services to the users, for both passenger and freight transport;		including quality of services to the users, for both passenger and freight transport, <i>as well as good working conditions for workers</i> ;	including quality of services to the users, for both passenger and freight transport;	including quality of services to ~~the~~ <i>all</i> users, for both passenger and freight transport; B PRES compromise accepted by the EP.
Article 4(2), point (d)(iii)					
170	(iii) the establishment of infrastructure requirements, in particular in the field of interoperability, safety and security, which ensure quality, efficiency and sustainability of transport services which are accessible and affordable;			(iii) ~~the establishment of infrastructure requirements, in particular in the field of interoperability, safety and security, which ensure~~ supporting the quality, efficiency and sustainability of transport services which are accessible and affordable;	B EP accepts Council position.
Article 4(2), point (d)(iv)					
171	(iv) supporting mobility that is fit for the changing climate and resilient to natural hazards and human-made disasters, and ensures efficient and fast			(iv) supporting mobility that is fit for the changing climate and resilient to natural hazards and human-made disasters, and ~~ensures~~ facilitates efficient	B EP accepts Council position.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	deployment of emergency and rescue services, including for persons with disabilities or reduced mobility;			and fast deployment of emergency and rescue services, including for persons with disabilities or reduced mobility;	
Article 4(2), point (d)(v)					
172	(v) ensuring the resilience of infrastructure, in particular on cross-border sections;		(v) ensuring the resilience of infrastructure, in particular on cross-border sections <i>and critical infrastructure</i> ;	(v) ensuring the resilience of infrastructure, in particular on cross-border sections;	B EP accepts Council GA.
Article 4(2), point (d)(vi)					
173	(vi) offering alternative transport solutions, including on other modes, in case of network disturbances.			(vi) offering alternative transport solutions, including on other modes, in case of network disturbances;	
Article 4(2), point (d)(via)					
173a				(vii) supporting active modes of mobility by enhancing accessibility and quality of related infrastructure, thereby improving safety and	B - Linked to Council AM in line 150 and to EP amendment in line 153b.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				health for active users of infrastructure and fostering the environmental benefits of those modes.	EP accepts Council proposal. EP drops AM in line 153b. Last part of Council AM in line 150 is also covered by this AM.
Article 4(2), point (d)(vib)					
G	173b		<i>(via) ensuring, where relevant, the adaptation of parts of the trans-European transport network for the dual use of the infrastructure to address both civilian and defence needs, paying particular attention to key routes of geostrategic importance for the Union;</i>		B EP drops AM on this line.
Article 4(2), point (d)(vic)					
Y	173c		<i>(vib) supporting seamless mobility in the Union through the implementation and strict enforcement of the</i>		<u>(vic) supporting seamless mobility in the Union;</u> B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>common technical and operational standards of the infrastructure;</i>		
Article 4(2), point (d)(vid)					
173d			<i>(vic) ensuring common European digital and interoperable systems for passengers information and ticketing and freight transport coordination;</i>		B
Article 4(2), point (d)(vie)					
173e			<i>(vid) ensuring provision of data necessary for digital management of networks;</i>		B
Article 4(2), point (d)(vif)					
173f			<i>(vie) ensuring adequate maintenance that ensures the quality of the transport infrastructure, and maximises the life cycle value for money invested in infrastructure;</i>		<u><i>(vif) ensuring adequate maintenance intended to provide, for the existing infrastructure, equivalent level of service suited to the traffic flow, and high level of safety during the lifetime of the infrastructure;</i></u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					B
Article 5					
174	Article 5 Resource-efficient network and environmental protection 		Article 5 Resource-efficient, resilient network and environmental protection	Article 5 Resource-efficient network and environmental protection	Article 5 Resource-efficient, resilient network and environmental protection B Presidency proposes to accept EP AM.
Article 5(1)					
175	1. The trans-European transport network shall be planned, developed and operated in a resource-efficient way, complying with the applicable Union and national environmental requirements, through:			1. The trans-European transport network shall be planned, developed and operated in a resource-efficient way, ~~complying~~ and in accordance with the applicable Union and national environmental requirements, through:	A EP accepts Council position.
Article 5(1), point (a)					
176					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(a) the development of new infrastructure, the improvement and maintenance of existing transport infrastructure, notably by including maintenance over the life-time of the infrastructure in the planning phase of construction or improvement of the infrastructure and by keeping the infrastructure operational;			(a) the development of new infrastructure, the improvement and maintenance of existing transport infrastructure, notably by including maintenance over the life-time of the infrastructure in the planning phase of construction or improvement of the infrastructure and by keeping the infrastructure operational;	
	Article 5(1), point (aa)				
Y	176a		<i>(aa) the development and application of common European rules for implementation of common projects especially in cross border sections;</i>		B EP considers dropping this AM.
	Article 5(1), point (b)				
G	177		(b) the optimisation of infrastructure integration and interconnection <i>in order to foster</i>	(b) the optimisation of infrastructure integration and interconnection;	B EP accepts to merge EP

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>multimodality;</i>		AM with Council position in line 180.
Article 5(1), point (c)					
178	(c) the deployment of alternative fuels recharging and refuelling infrastructure;			(c) the deployment of alternative fuels recharging and refuelling infrastructure;	(c) the deployment of alternative fuels recharging and refuelling infrastructure; ~~;~~ <u>thereby contributing to the deployment of decarbonisation technologies;</u> Presidency compromise proposal accepted by the EP (takes on board EP AM on line 153a).
Article 5(1), point (d)					
179	(d) the deployment of new technologies and ICT systems for transport to preserve or improve the infrastructure performance;			(d) the deployment of new technologies and ICT systems for transport to preserve or improve the infrastructure performance, where such deployment is economically justified or required to improve safety and security;	B EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 5(1), point (e)					
G 180	(e) the optimisation of infrastructure use, in particular through efficient capacity and traffic management;			(e) the optimisation of infrastructure use, in particular through efficient capacity and traffic management and the shift towards more sustainable mobility patterns, including the development of sustainable, attractive and efficient multimodal transport services;	(e) the optimisation of infrastructure use, in particular through efficient capacity and traffic management, <u>fostering multimodality</u> and the shift towards more sustainable mobility patterns, including the development of sustainable, attractive and efficient multimodal transport services; B Presidency proposal accepted by the EP (includes EP AM on line 177).
Article 5(1), point (f)					
Y 181	(f) the taking into account of possible synergies with other networks, in particular the trans-European energy or telecommunication networks;		(f) the taking into account of possible synergies with other networks, <i>including active modes</i> , in particular the trans-European energy or telecommunication networks <i>including the whole electric grid in order</i>	(f) the taking into account of possible synergies with other networks, in particular the trans-European energy or telecommunication networks or the dual-use network identified in the	(f) the taking into account <u>and optimisation</u> of possible synergies with other networks, in particular the trans-European energy or telecommunication networks ~~or~~ <u>including</u> .

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>to ensure consistency between the recharge infrastructure planning and the respective grid planning ; synergies with the EuroVelo network or network identified in EU Military Requirements for Military Mobility;</i>	Military Requirements for Military Mobility within and beyond the EU;	<u>where relevant, the whole electric grid in order to ensure consistency between the recharge infrastructure planning and the respective grid planning.</u> <u>and the taking into account of possible synergies with other networks such as</u> the dual-use ~~network~~<u>of infrastructure</u> identified in the Military Requirements for Military Mobility within and beyond the EU <u>approved by the Council on 26 June 2023 and in any subsequent document revising those requirements approved thereafter, and cycling infrastructure, including long-distance cycle routes;</u> B Presidency still proposes to refer to EuroVelo in a recital since it is a private

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					initiative (Belgian Asbl).
Article 5(1), point (g)					
182	(g) the development of green, sustainable and climate resilient infrastructure designed to minimise the negative impact on the health of citizens living around the network, the environment and degradation of ecosystems;		(g) the development of green, sustainable and climate resilient infrastructure, including infrastructure dedicated to active modes , designed to minimise the negative impact on the health of citizens living around the network, the environment, air and noise pollution , and degradation of ecosystems;	(g) the development of green, sustainable and climate resilient infrastructure designed to ~~minimise~~ reduce as much as possible the negative impact on the health of citizens living around the network, the environment and degradation of ecosystems;	(g) the development of green, sustainable and climate resilient infrastructure, <u>taking into account active modes</u> , designed to reduce as much as possible the negative impact on the health of citizens living around the network, the environment, <u>including from air and noise pollution</u> , and degradation of ecosystems; B Presidency compromise proposal accepted by the EP.
Article 5(1), point (h)					
183	(h) the adequate consideration of the resilience of the transport network and its infrastructure with regard		(h) the adequate consideration of the resilience of the transport network and its critical infrastructure with regard	(h) the adequate consideration of the resilience of the transport network and its infrastructure, especially at	(h) the adequate consideration of the resilience of the transport network and its infrastructure <u>and services</u> .

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	to a changing climate as well as natural hazards and human-made disasters, as well as intentional disruptions with a view to addressing those challenges;		to a changing climate as well as natural hazards, geopolitical changes and human-made disasters, as well as intentional disruptions including by natural persons or undertakings from third countries , with a view to addressing those challenges; particular consideration shall be given to critical infrastructure, in order to ensure supply in times of disruptions ;	cross-border sections , with regard to a changing climate as well as natural hazards and human-made disasters, as well as disruptions , intentional disruptions or not, including for traffic , with a view to addressing those challenges;	especially at cross-border sections, with regard to a changing climate <u>and geopolitical context</u> , as well as natural hazards and human-made disasters, as well as disruptions, intentional or not, ~~including for traffic~~ , <u>with a view to addressing those challenges and</u> with a view to ~~addressing~~ <u>enabling adequate response and timely recovery from</u> those ~~challenges~~ <u>disruptions and to facilitate supply chains</u> ; B Presidency compromise proposal accepted by the EP.
Article 5(1), point (i)					
184	(i) the resilience of infrastructure, especially at cross-border sections, assuring to respond and recover rapidly from traffic disruptions.			(i) ~~the resilience of infrastructure, especially at cross-border sections, assuring to respond and recover rapidly from traffic disruptions.~~	B See proposal on line 183.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 5(2)					
185	2. In planning and developing the trans-European transport network, Member States may adapt the detailed route alignment of sections within the limits indicated in Article 56(1), point (e), taking into account the particular circumstances in the various parts of the Union, such as topographical features of the regions concerned and environmental considerations while ensuring compliance with this Regulation.			2. In planning and developing the trans-European transport network, Member States may adapt the detailed route alignment of sections ~~within the limits indicated in Article 56(1), point (e),~~ taking into account the particular circumstances in the various parts of the Union, such as topographical features of the regions concerned and environmental considerations while ensuring compliance with this Regulation. Such adaptation shall not go beyond what is allowed by the relevant project authorising decision.	2. In planning and developing the trans-European transport network, Member States may adapt the detailed route alignment of sections taking into account the particular circumstances in the various parts of the Union, such as topographical features of the regions concerned and environmental considerations while ensuring compliance with this Regulation. Such adaptation shall not go beyond what is allowed by the relevant project authorising decision <u>in line with Article 56(1), point (e)</u>. B Presidency compromise proposal accepted by the EP. To be read in

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					conjunction with line 751. The last sentence added mirrors the last sentence of Article 56(1)(e) in line 751.
Article 5(3)					
186	3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC¹, Directives 2000/60/EC², 2001/42/EC³, 2002/49/EC⁴, 2009/147/EC⁵ and 2011/92/EU of the European Parliament and of the Council⁶. For the projects of common interest for which the environmental assessment has not yet been carried out at the date of entry into force of this Regulation, it should also include the assessment of the compliance with the “do no significant harm” principle. ¹. Council Directive 92/43/EEC		3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC⁴⁹, Directives 2000/60/EC²⁵⁰, 2001/42/EC³⁵¹, 2002/49/EC⁴⁵², 2009/147/EC⁵⁵³ and 2011/92/EU of the European Parliament and of the Council⁶⁵⁴. For the projects of common interest for which the environmental assessment has not yet been carried out at the date of entry into force of this Regulation, it should also include the assessment of the compliance with the “do no significant harm” principle. <i>Those environmental</i>	3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC¹, Directives 2000/60/EC², 2001/42/EC³, 2002/49/EC⁴, 2009/147/EC⁵ and 2011/92/EU of the European Parliament and of the Council⁶. For the projects of common interest for which the procurement process for an environmental assessment has not yet been ~~carried out~~initiated at the date of entry into force of this Regulation, it ~~should also include the assessment of~~ the compliance with the “do no significant harm” principle should also be	C EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7). 2. Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1). 3. Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (OJ L 197, 21.7.2001, p. 30). 4. Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise (OJ L 189 18.7.2002, p. 12). 5. Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (OJ L 20, 26.1.2010, O. 7). 6. Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.2012, p. 1).		<i>assessments shall be carried out in strict compliance with the maximum timeframe set in the Smart TEN-T Directive.</i> <i>~~1. Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7).~~</i> <i>~~2. Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1).~~</i> <i>~~3. Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (OJ L 197, 21.7.2001, p. 30).~~</i> <i>~~4. Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise (OJ L 189 18.7.2002, p. 12).~~</i> <i>~~5. Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (OJ L 20, 26.1.2010, O. 7).~~</i>	assessed. 1. Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7). 2. Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1). 3. Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (OJ L 197, 21.7.2001, p. 30). 4. Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise (OJ L 189 18.7.2002, p. 12). 5. Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (OJ L 20, 26.1.2010, O. 7). 6. Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L 26,	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>6. Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.2012, p. 1).</i>	28.1.2012, p. 1).	
Article 6					
187	Article 6 Gradual development of the trans-European transport network			Article 6 Gradual development of the trans-European transport network	
Article 6(1)					
188	1. The trans-European transport network shall be gradually developed in three steps: the completion of a core network by 31 December 2030, of an extended core network by 31 December 2040 and the comprehensive network by 31 December 2050. This shall be achieved, in particular, by implementing a structure for that network with a coherent and transparent methodological			1. Without prejudice to Article 8, paragraph 4a, the trans-European transport network shall be gradually developed in three steps: the completion of a core network by 31 December 2030, of an extended core network by 31 December 2040 and the comprehensive network by 31 December 2050, unless otherwise specified in this Regulation. This shall be achieved, in particular, by	C EP accepts Council position except for the first part ("Without prejudice to Article 8, paragraph 4a").

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	approach, comprising a comprehensive network and a core and extended core network, with transport and urban nodes as connecting points between long distance traffic and the regional and local transport networks.			implementing a structure for that network with a coherent and transparent methodological approach, comprising a comprehensive network and a core and extended core network, with transport and urban nodes as multimodal connecting points between long distance traffic and the regional and local transport networks.	
Article 6(2)					
G 189	2. The comprehensive network shall consist of all existing and planned transport infrastructures of the trans-European transport network as well as measures promoting the efficient and socially and environmentally sustainable use of such infrastructure.			2. The comprehensive network shall consist of all existing and planned transport infrastructures of the trans-European transport network as well as measures promoting the efficient and socially and environmentally sustainable use of such infrastructure.	G
Article 6(3)					
G 190					G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	3. The core and extended core network shall consist of those parts of the trans-European transport network which shall be developed as a matter of priority for achieving the objectives for the development of the trans-European transport network.		3. The core and extended core network shall consist of those parts of the trans-European transport network which shall be developed <i>by the Member States</i> as a matter of priority for achieving the objectives for the development of the trans-European transport network. <i>In order to comply with all deadlines, Member States shall ensure the completion of the core network has priority over the completion of the extended core and comprehensive networks;</i>	3. The core and extended core network shall consist of those parts of the trans-European transport network which shall be developed as a matter of priority for achieving the objectives for the development of the trans-European transport network.	3. The core and extended core network shall consist of those parts of the trans-European transport network which shall be developed as a matter of priority, <u>and completed in line with the deadlines set out in paragraph 1,</u> for achieving the objectives for the development of the trans-European transport network. C PRES compromise provisionally agreed with the EP.
Article 7					
191	Article 7 European Transport Corridors			Article 7 European Transport Corridors	
Article 7, first paragraph					
192	The European Transport Corridors shall consist of the parts of the trans-			The European Transport Corridors shall consist of the parts of the trans-	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	European transport network which are of the highest strategic importance for the development of sustainable and multimodal freight and passenger transport flows in Europe and for the development of interoperable high quality infrastructure and operational performance.			European transport ~~core or extended core~~ network which are of the highest strategic importance for the development of sustainable and multimodal freight and passenger transport flows in Europe and for the development of interoperable high quality infrastructure and operational performance.	EP accepts Council GA.
Article 8					
193	Article 8 Projects of common interest			Article 8 Projects of common interest	
Article 8(1)					
194	1. Projects of common interest shall contribute to the development of the trans-European transport network through the creation of new transport infrastructure, through the upgrading of the existing transport infrastructure or through measures			1. Projects of common interest shall contribute to the development of the trans-European transport network through the creation of new transport infrastructure, through the upgrading of the existing transport infrastructure or through measures	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	promoting the resource-efficient use of the network.			promoting the resource-efficient use of the network.	
Article 8(2)					
195	2. A project of common interest shall:			2. A project of common interest shall:	
Article 8(2), point (a)					
196	(a) contribute to the objectives falling within at least two of the four categories set out in Article 4;			(a) ~~contribute~~ demonstrate European added value by contributing to the objectives falling within at least two of the four categories set out in Article 4; and	B EP accepts Council GA.
Article 8(2), point (b)					
197	(b) be economically viable on the basis of a socio-economic cost-benefit analysis;			(b) be economically viable on the basis of a socio-economic cost-benefit analysis; or, in case of sparsely populated areas, have a positive contribution to the development of the network on the basis of a	(b) be economically viable on the basis of a socio-economic cost-benefit analysis or, in case of sparsely populated areas <u>or projects that are essential for the dual use of infrastructure</u> , have a positive contribution to the

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				socio-economic cost-benefit analysis.	development of the network on the basis of a socio-economic cost-benefit analysis. B PRES. compromise accepted by the EP. Text Origin: Council Mandate
	Article 8(2), point (c)				
198	(c) demonstrate European added value.			(c) demonstrate European added value.	B - incorporated into line 196.
	Article 8(2), point (ca)				
198a			<i>At the request of a Member State or Member States concerned, in duly justified cases, the Commission may grant exemptions from the requirements of point b, for specific projects deemed essential to ensure necessary military mobility</i>		C EP drops AM on this line 197.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>across the Union in line with article 47a of this Regulation.</i>		
Article 8(3)					
Y	199	3. A project of common interest encompasses its entire cycle, including feasibility studies and permission procedures, construction, operation and evaluation.	3. A project of common interest encompasses its entire cycle, including feasibility studies and permission procedures, construction, operation <i>(including maintenance)</i> and evaluation.	3. A project of common interest encompasses its entire cycle, including feasibility studies and permission procedures, construction, operation and evaluation.	3. A project of common interest encompasses its entire cycle, including feasibility studies and permission procedures, construction, operation, <u>maintenance</u> and evaluation. B Presidency suggests to accept EP proposal. Text Origin: Council Mandate
Article 8(4)					
G	200	4. Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union and national law, in particular with Union legal	4. Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union and national law, ~~in particular with Union legal~~	4. Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union and national law, in particular with Union legal	B EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	acts on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility as well as legislation on non-discrimination.		~~acts on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility as well as legislation on non-discrimination.~~	acts on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility as well as legislation on non-discrimination.	
Article 8(4a)					
200a				4a. The implementation of projects of common interest depends on their degree of maturity, the compliance with Union and national legal procedures, and the availability of financial resources, without prejudging the financial commitment of a Member State or of the Union.	C
Article 8(5)					
201	5. The Commission may require Member States by means of an implementing act to establish a single entity for the construction		5. The Commission may require Member States by means of an implementing act to establish a single entity for the planning ,	5. The Commission may ~~require~~ recommend Member States ~~by means of an implementing act to~~ establish a single	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	and management of cross-border infrastructure projects of common interest. The relevant European Coordinator shall have the status of observer in the management or supervisory board or in both of that single entity.		construction and management of cross-border infrastructure projects of common interest. The relevant European Coordinator shall have the status of observer in the management or supervisory board or in both of that single entity.	~~entity~~ entities for the coordination , construction ~~and~~ and/or management of cross-border infrastructure projects of common interest, especially for large-scale and complex ones . The relevant European Coordinator shall have the status of observer in the ~~management or~~ supervisory board or ~~in both~~ a similar steering body of that single entity.	
Article 8(5a)					
201a			<i>5a. Member States shall take all necessary measures to ensure that the projects are maintained in such a way that they provide the same level of service and safety, and ensure sufficient capacity, throughout their lifetime.</i>		C EP drops this AM since covered in Article 48.
Article 8(5b)					
201b			<i>5b. Member States shall</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>take all necessary measures to ensure continuity in investment for transport project of common interest. In case of discontinuing or downsizing investment, Member States shall justify their decision, based on a socio-economic cost-benefit analysis, to the Commission.</i>		C Linked tot he discussion on Article 8(4a), 'financial safeguard clause'.
Article 8(5c)					
201c			<i>5c. Where specific permit-granting procedures for priority projects exist under national law, Member States shall ensure that projects of common interest which are part of the core network are handled under those procedures, where and in the manner such treatment is provided for in national legislation applicable to the corresponding types of transport infrastructure. To ensure efficient</i>		<u>5c. Member States shall make all possible efforts to ensure that projects of common interest are implemented in a timely and efficient manner.</u> C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>administrative procedures related to projects of common interest, project promoters and all authorities concerned shall ensure that the most rapid treatment legally possible is given to these projects.</i>		
Article 8(5d)					
201d			<i>5d. By ... [6 months from the date of entry into force of this Regulation] the Commission shall establish, though an implementing act, a harmonised methodology for the socio-economic cost-benefit analysis of projects of common interest referred to in paragraph 2 and paragraph 5b of this Article. That methodology shall enable a transparent, comparative appraisal of different project proposals under life cycle assessments, including the prioritisation of projects in</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>terms of European added value, notably as regards cross-border sections, missing links, multimodal connecting points and bottlenecks.</i>		
Article 9					
202	Article 9 Cooperation with third countries			Article 9 Cooperation with third countries	
Article 9(1)					
203	1. The Union may cooperate with neighbouring countries in order to connect the trans-European transport network with their infrastructure networks with a view to enhancing economic growth and competitiveness, and in particular to:			1. The Union may cooperate with ~~neighbouring~~ third countries in order to connect the trans-European transport network with their infrastructure networks through the projects of common interests, where relevant with a view to enhancing sustainable economic growth and competitiveness; and in particular to:	B EP accepts Council position.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 9(1), point (a)					
204	(a) promote the extension of the trans-European transport network policy into third countries;		(a) promote the extension of the trans-European transport network policy into third countries, including for the deployment of alternative fuels infrastructure;	(a) promote the extension into third countries of the trans-European transport network policy ~~into third countries~~ together with other related Union policies, in particular in the fields of environment and climate protection;	B EP accepts Council position.
Article 9(1), point (b)					
205	(b) ensure the connection between the trans-European transport network and the transport networks of the third countries at border crossing points, in order to guarantee seamless traffic flows, border checks, border surveillance and other border control procedures;			(b) ensure the connection between the trans-European transport network and the transport networks of the third countries at border crossing points, including on the territory of the third country in order to guarantee seamless traffic flows, border checks, border surveillance and other border control procedures;	(b) ensure the connection between the trans-European transport network and the transport networks of the third countries at border crossing points, including on the territory of the third country <u>which is part of the European Transport Corridor</u> in order to guarantee seamless traffic flows, border checks, border surveillance and other border control procedures; B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					EP accepts Council position. Text Origin: Council Mandate
Article 9(1), point (ba)					
G 205a				(ba) ensure on the territory of the third country the connection between the trans-European transport network and the transport networks of the third countries;	(ba) ensure on the territory of the third country the connection between the trans-European transport network and the transport networks of the third countries; <u>in particular in view of facilitating, where relevant and appropriate, railway transport with third countries.</u> B EP accepts the Council's position with the addition in the last part of the sentence. This includes EP AM on line 211b
Article 9(1), point (c)					
G 206					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(c) complete the transport infrastructure in third countries which serve as links between parts of the trans-European transport network in the Union;			(c) complete the transport infrastructure in third countries which serve as links between parts of the trans-European transport network in the Union;	
Article 9(1), point (d)					
207	(d) promote the interoperability between the trans-European transport network and networks of third countries;			(d) promote the interoperability between the trans-European transport network and networks of third countries;	
Article 9(1), point (e)					
208	(e) facilitate maritime transport and promote short-sea shipping routes with third countries;		(e) facilitate maritime transport and promote short-sea shipping routes with third countries, <i>including third countries in direct proximity to the Union's outermost regions</i> ;	(e) facilitate maritime transport and promote short-sea shipping routes with third countries provided they do not contribute to carbon leakage ;	B EP accepts Council position.
Article 9(1), point (f)					
209	(f) facilitate inland waterway transport with			(f) facilitate inland waterway transport with	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	third countries;			third countries;	
Article 9(1), point (g)					
210	(g) facilitate air transport with third countries, in order to promote efficient and sustainable economic growth and competitiveness, including the extension of the Single European Sky and improved air traffic management cooperation;			(g) facilitate air transport with third countries, in order to promote efficient and sustainable economic growth and competitiveness, including the extension of the Single European Sky and improved air traffic management cooperation;	
Article 9(1), point (h)					
211	(h) connect and implement ICT systems for transport in those countries.			(h) connect and implement ICT systems for transport in those countries-;	
Article 9(1), point (ha)					
211a				(i) promote decarbonisation of transport, in particular through deployment of alternative fuels infrastructure in third countries in view of	B EP accepts Council position.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				establishing a continuous network linked with the trans-European transport network.	
Article 9(1), point (hb)					
211b			<i>(ha) facilitate railway transport with third countries.</i>		B EP AM included on line 205a.
Article 9(1), point (hc)					
211c			<i>1a. In the next Multiannual Financial Framework (MMF) 2028-2035, a budget envelope dedicated to “external transport” shall be created in the CEF III, in order to increase cooperation with third countries in terms of cross-border projects and infrastructure deployment. That new financial envelope shall be at least 30 % of the amount of the current CEF programme and shall be provided</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>under Heading 5 (Security and Defence) and Heading 6 (Neighbourhood and the world) of the MFF.</i>		
Article 9(2)					
212	2. Annex IV sets out indicative maps of the trans-European transport network extended to specific neighbouring countries, specifying where applicable a core and comprehensive network according to the criteria of this Regulation.			2. Annex IV sets out indicative maps of the trans-European transport network extended to specific neighbouring countries, specifying where applicable a core and comprehensive network according to the criteria of this Regulation.	
Article 9(2a)					
212a				3. This article shall not prejudice any kind of financial contribution of the Union to projects in third countries under other EU legal acts.	B EP accepts Council position.
CHAPTER II					
213	CHAPTER II			CHAPTER II	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	GENERAL PROVISIONS			GENERAL PROVISIONS	
Article 10					
214	Article 10 General provisions for the core network, the extended core network and the comprehensive network			Article 10 General provisions for the core network, the extended core network and the comprehensive network	
Article 10(1)					
215	1. The core network, the extended core network and the comprehensive network shall:			1. The core network, the extended core network and the comprehensive network shall:	
Article 10(1), point (a)					
216	(a) be as specified in the maps in Annex I and in the lists in Annex II;			(a) be as specified in the maps in Annex I and in the lists in Annex II;	
Article 10(1), point (b)					
217	(b) be further specified through the description of the infrastructure components;			(b) be further specified through the description of the infrastructure components;	

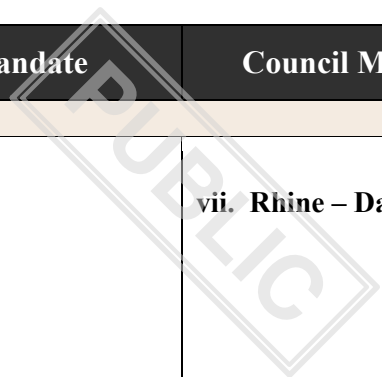
	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 10(1), point (c)					
218	(c) meet the requirements for the transport infrastructures set out in this Chapter and Chapters III and IV;			(c) meet the requirements for the transport infrastructures set out in this Chapter and Chapters III and IV;	
Article 10(1), point (d)					
219	(d) constitute the basis for the identification of projects of common interest.			(d) constitute the basis for the identification of projects of common interest.	
Article 10(2)					
220	2. The core network and extended core network shall consist of those parts of the comprehensive network which shall be developed as a matter of priority for achieving the objectives of the trans-European transport network policy. References to 'core network' in Regulation (EU) 2021/1153 shall be		2. The core network and extended core network shall consist of those parts of the comprehensive network which shall be developed as a matter of priority for achieving the objectives of the trans-European transport network policy. References to ' comprehensive network ' in Regulation (EU)	2. The core network and extended core network shall consist of those parts of the comprehensive network which shall be developed as a matter of priority for achieving the objectives of the trans-European transport network policy. References to 'core network' in Regulation (EU) 2021/1153 shall be	2. The core network and extended core network shall consist of those parts of the ~~comprehensive~~ TEN-T network which shall be developed as a matter of priority for achieving the objectives of the trans-European transport network policy. References to 'core network' in Regulation (EU) 2021/1153 shall be

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	construed as including ‘extended core network’ as defined in this Regulation. References to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘core network’ as defined in this Regulation. References to ‘comprehensive network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.		<i>2021/1153 shall be construed as including ‘extended core network’ as defined in this Regulation, until a Member State has already completed its core network. Once a Member state has completed its core network, references to ‘core network’ in Regulation (EU) 2021/1153 shall be construed as including ‘extended core network’ as defined in this Regulation.– References to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘core network’ as defined in this Regulation. References to ‘comprehensive network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.</i>	construed as including ‘extended core network’ as defined in this Regulation. References to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘core network’ as defined in this Regulation. References to ‘comprehensive network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.	construed as including ‘extended core network’ as defined in this Regulation. References to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘core network’ as defined in this Regulation. References to ‘comprehensive network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation. B Factual correction. Line not yet agreed. Text Origin: Council Mandate

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			network' as defined in this Regulation.		
Article 10(3)					
221	3. The nodes of the network are set out in Annex II and include urban nodes, airports, maritime ports and inland ports, and rail road terminals.			3. The nodes of the network are set out in Annex II and include urban nodes, and transport nodes (airports, maritime ports ~~and~~ , inland ports, ~~and~~ rail road terminals and terminals along inland waterways).	B
Article 10(4)					
222	4. Member States shall take the appropriate measures for the core network, the extended core network and the comprehensive network to be developed in order to comply with the relevant provisions of this Regulation by the dates specified in Article 6(1), unless specified otherwise in this Regulation.			4. Member States shall take the appropriate measures for the core network, the extended core network and the comprehensive network to be developed in order to comply with the relevant provisions of this Regulation by the dates specified in Article 6(1), unless specified otherwise in this Regulation.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 11					
223	Article 11 General provisions for the European Transport Corridors			Article 11 General provisions for the European Transport Corridors	
Article 11(1)					
224	1. The European Transport Corridors are as specified in the maps in Annex III.			1. The nine European Transport Corridors, namely : ~~are as specified in the maps in Annex III.~~	A EP accepts Council position.
Article 11(1a)					
224a				i. Atlantic;	A EP accepts Council position.
Article 11(1b)					
224b				ii. Baltic Sea – Black Sea – Aegean Sea;	A EP accepts Council position.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement	
Article 11(1c)						
G	224c			iii. Baltic Sea – Adriatic Sea;	A EP accepts Council position.	G
Article 11(1d)						
G	224d			iv. Mediterranean;	A EP accepts Council position.	G
Article 11(1e)						
G	224e			v. North Sea – Rhine – Mediterranean;	A EP accepts Council position.	G
Article 11(1f)						
G	224f			vi. North Sea – Baltic;	A EP accepts Council position.	G



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement	
Article 11(1g)						
G	224g			vii. Rhine – Danube;	A EP accepts Council position.	G
Article 11(1h)						
G	224h			viii. Scandinavian – Mediterranean;	A EP accepts Council position.	G
Article 11(1i)						
Y	224i			ix. Western Balkans – Eastern Mediterranean,	A	Y
Article 11(1j)						
G	224j			are specified in the maps in Annex III.	A EP accepts Council position.	G
Article 11(2)						

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
225	2. Member States shall take the appropriate measures for the European Transport Corridors to be developed in order to comply with the provisions of this Regulation, by 31 December 2030 for their infrastructure which is part of the core network, unless specified otherwise, and by 31 December 2040 for their infrastructure which is part of the extended core network, unless specified otherwise.		2. Member States shall take the appropriate measures for the European Transport Corridors to be developed in order to comply with the provisions of this Regulation, by 31 December 2030 for their infrastructure which is part of the core network, unless specified otherwise in this Regulation , and by 31 December 2040 for their infrastructure which is part of the extended core network, unless specified otherwise in this Regulation .	2. Member States shall take the appropriate measures for the European Transport Corridors to be developed in order to comply with the provisions of this Regulation, by 31 December 2030 for their infrastructure which is part of the core network, ~~unless specified otherwise~~ , and by 31 December 2040 for their infrastructure which is part of the extended core network, unless specified otherwise in this Regulation .	B EP accepts Council position.
Article 11(3)					
226	3. The Commission is empowered to adopt delegated acts in accordance with Article 60 of this Regulation to amend the alignment of the European Transport Corridors in Annex III to this Regulation, in order to			3. Subject to Article 172(2) TFEU , the Commission is empowered to adopt delegated acts in accordance with Article 60 of this Regulation to amend within the limits of Article 7 the alignment of the European Transport	3. Subject to <u>the approval of the Member State concerned in accordance with the second paragraph of Article ~~172(2)~~ 172</u> TFEU, the Commission is empowered to adopt delegated acts in accordance with Article 60

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	take into account, in particular, the development of major trade flows and traffic or substantial changes to the network.			Corridors in Annex III to this Regulation, in order to take into account, in particular, the development of major trade flows and traffic or substantial changes to the network. With respect to amendments to alignments of corridors affecting the parts in the territory of neighbouring countries, such delegated acts shall be based on high-level agreements on transport infrastructure networks between the Union and the neighbouring countries concerned.	of this Regulation to amend within the limits of Article 7 the alignment of the European Transport Corridors in Annex III to this Regulation, in order to take into account the development of major trade flows and traffic or substantial changes to the network. With respect to amendments to alignments of corridors affecting the parts in the territory of neighbouring countries, such delegated acts shall be based on high-level agreements on transport infrastructure networks between the Union and the neighbouring countries concerned. C - Also linked to lines 738 i to k (EP AMs) and to line 755 (Council AM). PRES. compromise proposal accepted by the EP.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 12					
227	Article 12 General priorities for the core, the extended core and the comprehensive network			Article 12 General priorities for the core, the extended core and the comprehensive network	
Article 12(1)					
228	1. In the development of the core, the extended core and the comprehensive network, general priority shall be given to measures that are necessary for:			1. In the development of the core, the extended core and the comprehensive network, general priority shall be given to measures that are necessary for:	
Article 12(1), point (a)					
229	(a) increasing freight and passenger transport activity of more sustainable modes of transport in view of a reduction of GHG emissions from transport;		(a) increasing <i>the share of</i> freight and passenger transport activity of more sustainable modes of transport in view of a reduction of GHG emissions <i>and pollution</i> from transport;	(a) increasing freight and passenger transport activity ~~the share of~~ more sustainable modes of transport for freight and passengers, in particular in view of a reduction of GHG emissions and pollution and of an increase of social and economic benefits from transport;	(a) increasing the share ~~of~~ <i>more sustainable modes of</i> ~~and, where relevant,~~ <u>capacity of more sustainable</u> transport for freight and passengers, in particular in view of a reduction of GHG emissions and pollution and of an increase of social and economic benefits from transport;

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					B PRES. compromise proposal, tentatively agreed with the EP.
Article 12(1), point (b)					
230	(b) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration territorial and social cohesion as well as the specific case of the outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;		(b) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration territorial and social cohesion, <i>and in particular</i> ~~as well as~~ the specific case of the outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;	(b) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration territorial and social cohesion as well as the specific case of the outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;	(b) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration territorial and social cohesion, <i>and including</i> ~~as well as~~ the specific case of the outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas; B PRES. compromise proposal, tentatively agreed with the EP.
Article 12(1), point (c)					
231					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(c) ensuring optimal integration of the transport modes and interoperability between transport modes;			(c) ensuring optimal integration of the transport modes and interoperability between transport modes, including active modes of mobility in urban areas;	B Council position accepted by the EP.
Article 12(1), point (d)					
Y	232		(d) bridging missing links and removing bottlenecks, particularly in <i>relation to in</i> cross-border sections <i>or cross border links within the meaning of Regulation (EU) 2021/1153;</i>	(d) bridging missing links and removing bottlenecks, particularly in terms of interoperability and for cross-border sections;	(d) bridging missing links and removing bottlenecks, particularly in ~~terms of interoperability and for~~ cross-border sections; B PRES: proposes to revert back tot he COM proposal.
Article 12(1), point (e)					
Y	233		(e) deploying the necessary infrastructure which ensures a seamless circulation of ~~zero-emission~~ zero- and low-emission vehicles, <i>vessels and aircrafts using alternative fuels as defined</i>	(e) deploying the necessary infrastructure which ensures a seamless circulation of ~~zero-emission~~ zero and low emission vehicles, vessels and aircrafts;	(e) deploying the necessary infrastructure which ensures a seamless circulation of zero and low emission vehicles, and of vessels and aircrafts; ~~using~~ <u>fuels which contribute to transport emission</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>in Regulation (EU) [] [on the deployment of alternative fuels infrastructure];</i>		<u>reduction and increased energy security.</u> B
Article 12(1), point (f)					
234	(f) promoting the efficient and sustainable use of the infrastructure and, where necessary, increasing capacity;		(f) promoting the efficient, <i>seamless</i> and sustainable use of the infrastructure and, where necessary, increasing capacity;	(f) promoting the efficient and sustainable use of the infrastructure and, where necessary, increasing capacity;	(f) promoting the efficient, <u>seamless</u> and sustainable use of the infrastructure and, where necessary, increasing capacity; B
Article 12(1), point (g)					
235	(g) keeping existing infrastructure operational and improving or maintaining its quality in terms of safety, security, efficiency of the transport system and transport operations, climate and disaster resilience, environmental performance, and the continuity of traffic flows;		(g) keeping existing infrastructure operational and ~~improving or maintaining~~ <i>optimizing, maintaining, consolidating and upgrading</i> its quality in terms of safety, security, efficiency of the transport system and transport operations, <i>resilience of critical infrastructure as well as</i> climate and disaster resilience, environmental	(g) keeping existing infrastructure operational and improving or maintaining its quality in terms of safety, security, efficiency of the transport system and transport operations, climate and disaster resilience, environmental performance, and the continuity of traffic flows;	B EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			performance, and the continuity of traffic flows;		
Article 12(1), point (h)					
236	(h) improving the quality of services and social conditions for transport workers, accessibility for all users, including persons with disabilities or reduced mobility and other people in situations of vulnerability;		(h) improving the quality of services and social conditions for transport workers, accessibility for all users, including persons with disabilities or reduced mobility and other people in situations of vulnerability, <i>preventing and mitigating mobility poverty</i> ;	(h) improving the quality of services and social conditions for transport workers, accessibility for all users, including persons with disabilities or reduced mobility and other people in situations of vulnerability;	(h) improving the quality of services and social conditions for transport workers, accessibility for all users, including persons with disabilities or reduced mobility and other people in situations of vulnerability, <u><i>preventing and mitigating transport poverty</i></u> ; B
Article 12(1), point (ha)					
236a			<i>(ha) ensuring the implementation and strict enforcement of the common operational and technical standards;</i>		B EP wants to link its AM to Art. 18 and 65.
Article 12(1), point (i)					
237					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(i) implementing and deploying ICT systems for transport.		(i) implementing and deploying ICT systems for transport <i>and enabling digital enforcement.</i>	(i) ~~implementing and deploying~~ improving digitalisation and developing automation, in particular through the implementation and deployment of ICT systems for transport.	(i) improving digitalisation, <u>enabling digital enforcement according to EU law</u> and developing automation, in particular through the implementation and deployment of ICT systems for transport. B
Article 12(1), point (ia)					
237a			<i>(ia) ensuring that sufficient capacity for rail passenger and freight is reserved on the corridors, with a fair share for each, following the integration of Rail Freight Corridors into the European Transport Corridors;</i>		B
Article 12(1), point (ib)					
237b			<i>(ib) seeking synergies across all modes of transport, including active modes, and removing</i>		B EP proposal falls, covered by line 242a.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>barriers to active mobility, when infrastructure is being upgraded or newly built;</i>		
Article 12(1), point (ic)					
237c			<i>(ic) adapting, where necessary, the infrastructure to a dual use in order to address both civilian and defence needs, paying particular attention to strategic infrastructure of the Union;</i>		<u>(ic) adapting, where necessary, and taking into account the constitutional requirements of certain Member States, the infrastructure to a dual use in order to address both civilian and defense needs paying particular attention to the itineraries needed for short-notice and large-scale movements of military forces;</u> C Compromise reflects the wording agreed in Article 47a.
Article 12(1), point (id)					
237d			<i>(id) updating and, where relevant, constructing new</i>		B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>infrastructure, notably to increase capacity for more sustainable modes of transport in accordance with paragraph 1 point (a) of this Article</i>		EP drops AM, covered by 229.
Article 12(2)					
238	2. In order to complement the measures set out in paragraph 1, particular consideration shall be given to measures that are necessary for:			2. In order to complement the measures set out in paragraph 1, particular consideration shall be given to measures that are necessary for:	
Article 12(2), point (a)					
239	(a) contributing to transport emission reduction and increased energy security by promoting the use of zero-emission vehicles and vessels and renewable and low-carbon fuels, through the deployment of corresponding alternative fuels infrastructure;		(a) contributing to transport emission reduction and increased energy security by promoting the use of ~~zero-emission~~ zero- and low-emission vehicles and vessels and renewable and low-carbon fuels, through the deployment of corresponding alternative fuels infrastructure <i>in accordance with</i>	(a) contributing to ~~transport emission reduction and increased energy security by promoting the use of zero-emission vehicles and vessels and renewable and low-carbon fuels, through the deployment of corresponding alternative fuels infrastructure;~~ mitigating exposure of urban areas	(a) contributing to mitigating exposure of urban areas <u>and, where relevant, densely populated sensitive areas</u> to negative effects of transiting rail and road transport; and B PRES. proposal accepted by the EP.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>Regulation (EU) [...] on the deployment of alternative fuels infrastructure</i> ;	to negative effects of transiting rail and road transport; and	
Article 12(2), point (b)					
G 240	(b) mitigating exposure of urban areas to negative effects of transiting rail and road transport;		(b) mitigating exposure of urban and rural areas to negative effects of transiting rail and road transport;	(b) ~~mitigating exposure of urban areas to negative effects of transiting rail and road transport~~ Moved to (a);	B EP accepts Council GA.
Article 12(2), point (c)					
Y 241	(c) removing administrative, technical and operational barriers, in particular to the interoperability of the trans-European transport network;			(c) ~~removing administrative, technical and operational barriers, in particular to the interoperability of the trans-European transport network~~ ; ¹ 1. This paragraph which deals with the removal of bottlenecks, in particular for interoperability, has been merged with paragraph 1(d).	B Linked also to line 115, definition of interoperability. EP prefers the COM proposal.
Article 12(2), point (d)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement	
G	242			(d) optimising the use of infrastructure, in particular through efficient capacity management, traffic management and increased operational performance.		G
Article 12(2), point (da)						
G	242a			(e) contributing to positive health and environmental effects by promoting the use of active modes of mobility through the development of corresponding infrastructure for cycling and walking.	B EP accepts Council position.	G
Article 12(2), point (db)						
Y	242b		(da) ensuring equal access for all market participants on the TEN-T infrastructure.		(db) ensuring non-discriminatory access to all market participants on the TEN-T infrastructure; B	Y
Article 12(2), point (dc)						

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
242c			<i>(db) significant reduction of border waiting times for road freight transport</i>		<u><i>(dc) ensuring efficient border crossing for freight transport taking into account waiting times;</i></u> C - linked to operational requirements.
Article 12(2), point (dd)					
242d			<i>(dc) accelerating the construction of "projected new construction lines" in cross-border sections, through a single entity management and a fast track procedure, in order to increase rail freight traffic;</i>		C
Article 12(2), point (de)					
242e			<i>(dd) increasing the resilience of the network, with a focus on critical infrastructure and dual-use infrastructure;</i>		C
Article 13					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
G	243 Article 13 General priorities for the European Transport Corridors			Article 13 General priorities for the European Transport Corridors	
Article 13, first paragraph					
G	244 In the development of the European Transport Corridors, general priority shall be given to measures that are necessary for:			In the development of the European Transport Corridors, general priority shall be given to measures that are necessary for:	
Article 13, first paragraph, point (a)					
Y	245 (a) the development of a high performance and fully interoperable rail freight network across the Union;		(a) the development of a high performance and <i>seamless</i> fully interoperable rail freight network across the Union;	(a) the development of a high performance and fully interoperable rail freight network across the Union;	(a) the development of a high performance, <u>seamless</u> and fully interoperable rail freight network across the Union; B Presidency proposes to move towards the EP and discuss the possibility to accept the AM. Text Origin: Council

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					Mandate
Article 13, first paragraph, point (b)					
G	246	(b) the development of a high performance rail passenger network, fully interoperable and at high speed, connecting urban nodes across the Union;		(b) the development of ~~aan~~ interoperable high performance rail passenger network, ~~fully interoperable and~~ including at high speed, connecting urban nodes across the Union;	B EP accepts Council position.
Article 13, first paragraph, point (c)					
G	247	(c) the development of a seamless inland waterways, aviation and maritime infrastructure system;	(c) the development of a seamless inland waterways, aviation and maritime infrastructure system <i>for passengers and freight</i> ;	(c) the development of a ~~seamless~~ efficient aviation and inland waterways, ~~aviation and~~ transport infrastructure and of a maritime transport infrastructure system well integrated within the European Maritime Space ;	B EP accepts Council GA.
Article 13, first paragraph, point (d)					
Y	248	(d) the development of a safe and secure road network, with sufficient	(d) the development of a safe and secure road network, with sufficient	(d) the development of a safe and secure road network, with sufficient	(d) the development of a safe and secure road network, with sufficient

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	alternative fuel infrastructures;		alternative fuel infrastructures, <i>and safe and secure truck parking areas</i> ;	alternative fuel infrastructures;	alternative fuel infrastructures, <u>as well as safe and secure parking areas</u> ;
Article 13, first paragraph, point (e)					
249	(e) the development of improved multimodal and interoperable transport solutions;		(e) the development of ~~improved~~ multimodal and interoperable transport solutions;	(e) the development of improved multimodal and interoperable transport solutions;	(e) the development of ~~improved~~ multimodal and interoperable transport solutions; PRES. proposes to accept EP AM. In return, EP accepts Council position on next line (250).
Article 13, first paragraph, point (f)					
250	(f) the intermodal integration of the entire logistic chain, interconnecting efficiently in the transport and urban nodes;			(f) the promotion of intermodal integration of the entire logistic chain, interconnecting efficiently in the transport and urban nodes;	B EP accepts Council position.
Article 13, first paragraph, point (g)					
251	(g) the deployment of the necessary infrastructure		(g) the deployment of the necessary infrastructure	(g) the deployment of the necessary infrastructure	(g) the deployment of the necessary infrastructure

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	which ensures a seamless circulation of zero-emission vehicles.		which ensures a seamless circulation of ~~zero-emission~~ <i>zero- and low-emission</i> vehicles, <i>vessels and aircrafts, using alternative fuels as defined in Regulation (EU)[...]</i> <i>[on the deployment of alternative fuels infrastructure]</i> ;	which ensures a seamless circulation of ~~zero-emission~~ <i>zero and low emission</i> vehicles, <i>vessels and aircrafts.</i>	which ensures a seamless circulation of zero and low emission vehicles, vessels and aircrafts- <i><u>using alternative fuels;</u></i> B
Article 13, first paragraph, point (ga)					
251a			<i>(ga) the deployment of ICT systems on all modes on the network in order to ensure an efficient use of the infrastructure;</i>		<i><u>(ga) the deployment of ICT systems on all modes on the network, where relevant, in order to ensure an efficient use of the infrastructure and enabling digital information exchange;</u></i> B Presidency compromise proposal takes on board the EP AM on line 237. Check - EP drops AM.
Article 13, first paragraph, point (gb)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
251b			<i>(gb) the improvement of connections between the trans-European transport network and the infrastructure networks of neighbouring countries, as well as the improvement of transeuropean transport infrastructure on the territory of neighbouring countries.</i>		<u><i>(gb) the improvement of connections between the trans-European transport network and the infrastructure networks of neighbouring countries, where relevant.</i></u> C
Article 13, first paragraph, point (gc)					
251c			<i>(1a) By ... [date six months after the entry into force of this Regulation], the Commission shall complete a study on connecting all Union Capitals, chosen major cities and metropolitan areas with a railway high speed line network. The study shall be developed in cooperation with the Member States which will consult with stakeholders, and especially railway infrastructure managers.</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>The study shall identify the financial instruments to finance the construction of the network. The conclusions of the study shall become the basis for the Member States to develop a European high speed network.</i>		
CHAPTER III					
252	CHAPTER III SPECIFIC PROVISIONS			CHAPTER III SPECIFIC PROVISIONS	
SECTION 1					
253	SECTION 1 Railway transport infrastructure			SECTION 1 Railway transport infrastructure	
Article 14					
254	Article 14 Infrastructure components			Article 14 Infrastructure components	
Article 14(1)					
255	1. Railway transport infrastructure shall			1. Railway transport infrastructure shall	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	comprise, in particular:			comprise, in particular:	
	Article 14(1), point (a)				
256	(a) railway lines, including:			(a) railway lines, including:	
	Article 14(1), point (a)(i)				
257	(i) tracks;			(i) tracks;	
	Article 14(1), point (a)(ii)				
258	(ii) points;			(ii) points;	
	Article 14(1), point (a)(iii)				
259	(iii) level crossings;			(iii) level crossings;	
	Article 14(1), point (a)(iv)				
260	(iv) sidings;			(iv) sidings;	
	Article 14(1), point (a)(v)				
261	(v) tunnels;			(v) tunnels;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 14(1), point (a)(vi)					
G 262	(vi) bridges;			(vi) bridges;	G
Article 14(1), point (a)(vii)					
G 263	(vii) infrastructure mitigating impact on environment;			(vii) infrastructure mitigating impact on environment;	G
Article 14(1), point (b)					
G 264	(b) stations along the lines indicated in Annex I for the transfer of passengers within the rail mode and between rail and other transport modes;			(b) stations along the lines indicated in Annex I for the transfer of passengers within the rail mode and between rail and other transport modes;	G
Article 14(1), point (c)					
G 265	(c) rail service facilities other than passenger stations as defined in Article 3(11) of Directive 2012/34/EU of the European Parliament and of the Council ¹ , in particular marshalling yards, train			(c) rail service facilities along the lines indicated in Annex I other than passenger stations as defined in Article 3(11) of Directive 2012/34/EU of the European Parliament and of the Council ¹ , in	B EP accepts Council GA. G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	formation facilities, shunting facilities, storage sidings, maintenance facilities, other technical facilities like cleaning and washing facilities, relief facilities and refuelling facilities; it also includes automatic gauge-changing facilities for rail; 1. Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343 14.12.2012, p. 32).			particular marshalling yards, train formation facilities, shunting facilities, storage sidings, maintenance facilities, other technical facilities like cleaning and washing facilities, relief facilities and refuelling facilities; it also includes automatic gauge-changing facilities for rail; 1. Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343 14.12.2012, p. 32).	
Article 14(1), point (d)					
266	(d) the rail access routes and last mile rail connections to multimodal freight terminals connected by rail, including in inland and maritime ports and airports, and rail service facilities;			(d) the rail access routes ~~and last mile rail connections~~ connections up to multimodal freight terminals connected by rail, including the rail access routes up to multimodal freight terminals in inland and maritime ports and airports, and the rail access routes up to marshalling	C - linked to scope. EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				yards as defined by the Annex II, point 2(c) of Directive 2012/34/EU ^{rail} service facilities;	
	Article 14(1), point (e)				
G 267	(e) trackside control-command signalling;			(e) trackside control-command signalling;	G
	Article 14(1), point (f)				
G 268	(f) trackside energy infrastructure;			(f) trackside energy infrastructure;	G
	Article 14(1), point (fa)				
G 268a			<i>(fa) infrastructure related to alternative fuels facilities , as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];</i>		<u><i>(fa) infrastructure related to alternative fuels facilities;</i></u> B Compromise tentatively agreed with the EP.
	Article 14(1), point (g)				
G 269	(g) associated equipment;			(g) associated equipment;	G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 14(1), point (h)					
270	(h) ICT systems for transport.			(h) ICT systems for transport.	
Article 14(2)					
271	2. The technical equipment associated with railway lines may include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations and terminals, as well as innovative technologies in their deployment phase.			2. The technical equipment associated with railway lines may include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations and terminals, as well as innovative technologies in their deployment phase.	
Article 15					
272	Article 15 Transport infrastructure requirements for the comprehensive network			Article 15 Transport infrastructure requirements for the comprehensive network	
Article 15(1)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
273	1. Member States shall ensure that the railway infrastructure of the comprehensive network:			1. Member States shall ensure that the railway infrastructure of the comprehensive network:	
Article 15(1), point (a)					
274	(a) complies with Directive (EU) 2016/797 of the European Parliament and of the Council¹ and its implementing measures in order to achieve the interoperability of the comprehensive network; ¹ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).			(a) complies with Directive (EU) 2016/797 of the European Parliament and of the Council¹ and its implementing measures in order to achieve the interoperability of the comprehensive network; ¹ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).	
Article 15(1), point (b)					
275	(b) complies with the requirements of the technical specifications for interoperability (TSIs) adopted pursuant to Articles 4 and 5 of			(b) complies with the requirements of the technical specifications for interoperability (TSIs) adopted pursuant to Articles 4 and 5 of	B EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Directive (EU) 2016/797, under the procedure provided for in Article 7(1), points (b), (c), (d) and (e) of that Directive;			Directive (EU) 2016/797, ~~under the procedure~~ without prejudice to the exemptions provided for in Article 7(1), ~~points (b), (c), (d) and (e)~~ of that Directive;	
Article 15(1), point (c)					
276	(c) complies with the requirements laid down in as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].			(c) ~~complies with the requirements laid down in as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].~~	B EP accepts Council GA.
Article 15(2)					
277	2. Member States shall ensure that the railway infrastructure of the comprehensive network, including connections referred to in Article 14(1), point (d), by 31 December 2050:		2. Member States shall ensure that the railway infrastructure of the comprehensive network; ~~including connections referred to in Article 14(1), point (d),~~ by 31 December 2050:	2. Member States shall ensure that, by 31 December 2050 , the railway infrastructure of the comprehensive network, ~~including~~ except connections referred to in Article 14(1), point (d), ~~by 31 December 2050:~~	C EP accepts Council GA.
Article 15(2), point (a)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement	
G	278	(a) is fully electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;		(a) is ~~fully~~ electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;	(a) is fully electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;	EP accepts Council GA.
Article 15(2), point (b)						
G	279	(b) provides for a nominal track gauge for new railway lines of 1435 mm, except where the new line is an extension on a network the track gauge of which is different and detached from the main rail lines in the Union;	(b) To be deleted.	(b) ~~provides for a nominal track gauge for new railway lines of 1435 mm, except where the new line is an extension on a network the track gauge of which is different and detached from the main rail lines in the Union;~~ Deleted	(b) provides for a nominal track gauge for new railway lines of 1435 mm, except where the new line is an extension on a network the track gauge of which is different and detached from the main rail lines in the Union;	
Article 15(2), point (c)						
G	280	(c) enables, without special permission, an axle load of at least 22.5 tons;	(c) To be renumbered.		(c) enables, without special permission, an axle load of at least 22.5 tons;	
Article 15(2), point (d)						
Y	281	(d) enables, without special permission, the operation of freight trains	(d) To be renumbered.		(d) enables, without special permission, the operation of freight trains	(d) enables, without special permission, the operation of freight trains

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	with a train length of at least 740 m (including the locomotive(s)). This requirement is met if at least the following conditions are complied with:			with a train length of at least 740 m (including the locomotive(s)). This requirement is met if, on double track lines , at least the following conditions are complied with: one train path per hour and direction on average on a daily basis , can be allocated to freight trains with a length of at least 740 m if requested by a railway undertaking.	with a train length of at least 740 m (including the locomotive(s)). This requirement is met if, on double track lines, at least ~~one train path per hour and direction on average on a daily basis~~ <u>10 percent of all trains per block of six hours and direction, excluding commuting trains</u> , can be allocated to freight trains with a length of at least 740 m if requested by ~~a railway undertaking~~ <u>undertakings</u> ; C EP's proposal. EP insists on two train paths per hour per direction on double track lines and on the deletion of 'on average on a daily basis'. In return, the EP could accept the Council GA on the majority of the lines in Article 15, including lines 282 and 283. Text Origin: Council

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					Mandate
Article 15(2), point (d)(i)					
282	(i) on double track lines, at least 50% of the train paths for freight trains, and not less than two train paths per hour and direction, can be allocated to freight trains with a length of at least 740 m;		(i) on double track lines, at least 50% of the train paths for freight trains, and not less than two train paths per hour and direction, can be allocated to freight trains with a length of at least 740 m, <i>in order to ensure seamless cross border operations, those train paths shall be aligned accordingly;</i>	(i) ~~on double track lines, at least 50% of the train paths for freight trains, and not less than two train paths per hour and direction, can be allocated to freight trains with a length of at least 740 m;~~	C Linked to EP proposal on line 281.: If the proposal on line 281 is acceptable to the Council, the EP can be flexible toward the Council GA on lines 282 and 283.
Article 15(2), point (d)(ii)					
283	(ii) on single track lines, at least one train path per two hours and direction can be allocated to freight trains with a length of at least 740 m;			(ii) ~~on single track lines, at least one train path per two hours and direction can be allocated to freight trains with a length of at least 740 m;~~	C Linked to EP proposal on line 281.: If the proposal on line 281 is acceptable to the Council, the EP can be flexible toward the Council GA on lines 282 and 283.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 15(2), point (e)					
284	(e) provides a standard of at least P400 in accordance with item 1.1.1.1.3.5 of Table 1 in the Annex to Commission Implementing Regulation (EU) 2019/777¹, without any additional requirement for special permission to operate services. ¹ Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU (OJ L 139I, 27.5.2019, p. 312).	(e) To be renumbered.		(e) provides a standard of at least P400 in accordance with item 1.1.1.1.3.5 of Table 1 in the Annex to Commission Implementing Regulation (EU) 2019/777¹, without any additional requirement for special permission to operate services. ¹ Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU (OJ L 139I, 27.5.2019, p. 312).	C
Article 15(2), point (ea)					
284a				The requirements set out in points (c) and (d) shall apply only on those lines of the comprehensive network which:	C
Article 15(2), point (eb)					
284b					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				(i) connect a multimodal freight terminal or a maritime or an inland port with its closest crossing point with core or extended core freight network, or	C
Article 15(2), point (ec)					
284c				(ii) constitute a re-routing line of a line that is part of the core or extended core network for freight transport, or	C
Article 15(2), point (ed)					
284d				(iii) operate more than ten freight trains per day on average in both directions based on the data for the previous year prior to the notification.	C
Article 15(2), point (ee)					
284e				Member States shall, at the latest three years after the entry into force of this	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Regulation, notify the Commission of the lines concerned. For cross-border sections, such notification shall be made in agreement with the other Member States concerned.	
Article 15(2), point (ef)					
284f				2a. Member States shall ensure that, by 31 December 2050, the railway infrastructure of the comprehensive network on the connections referred to in Article 14(1), point (d) and which is connected to railway lines used for freight transport as defined in Article 15(2) meets the requirements set out in paragraph 2, points (c) and (d), unless, with respect to the requirements set out in paragraph 2, point (d), an exemption from the application of Article 37	2a. Member States shall ensure that, by 31 December 2050, the railway infrastructure of the comprehensive network on the connections referred to in Article 14(1), point (d) and which is connected to railway lines used for freight transport as defined in Article 15(2) meets the requirements set out in paragraph 2, points (a) , (c) and (d), unless, with respect to the requirements set out in paragraph 2, point (d), an exemption from the application of Article 37 (3) has been granted by the Commission pursuant to

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				(3) has been granted by the Commission pursuant to Article 37(5).	Article 37(5). C
Article 15(2), point (eg)					
284g			At the request of a Member State, in duly justified cases including reasons of cost-efficiency of the service, exemptions for the comprehensive network to the requirements under paragraph 2, first subparagraph, points (a), (d), and (e) 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 and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council ¹ , be coordinated with and		C This line proposed by EP introduces exemptions to requirements in paragraph 2. However, this is also proposed by the Council in lines 287a-287e. General Approach has deleted line 284g and maintained 287a-287e. EP and Council positions seem compatible.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>agreed by the neighbouring Member State(s) where applicable.</i> <i>1. Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).</i>		
Article 15(2), point (eh)					
284h			<i>2a. Without prejudice to paragraph 2, second subparagraph, Member States shall ensure that on the railway infrastructure of the comprehensive network, as of 1 December 2040, in case of construction of a new line, the requirement set out in paragraph 2, point (a), is complied with.</i>		C
Article 15(3)					
285	3. The following exemptions apply:		<i>3. Isolated networks are exempted from the requirements under paragraph 2. The following</i>	3. The following exemptions requirements set out in paragraph 2, and paragraph 2a do not	EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>exemptions apply:</i>	apply: to isolated networks.	
Article 15(3), point (a)					
286	(a) isolated networks are exempted from the requirements under paragraph 2, points (a), (c), (d) and (e);	(a) 'isolated networks are exempted from the requirements under paragraph 2, points (a) to (d)';	(a) <i>isolated networks are exempted from the requirements under paragraph 2, points (a), (c), (d) and (e); deleted</i>	(a) isolated networks are exempted from the requirements under paragraph 2, points (a), (c), (d) and (e);	C
Article 15(3), point (b)					
287	(b) at the request of a Member State, in duly justified cases, other exemptions may be granted by the Commission by means of implementing acts in respect of the requirements referred to in paragraph 2. Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament		(b) <i>at the request of a Member State, in duly justified cases, other exemptions may be granted by the Commission by means of implementing acts in respect of the requirements referred to in paragraph 2. Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament</i>	(b) at the request of a Member State, in duly justified cases, other exemptions may be granted by the Commission by means of implementing acts in respect of the requirements referred to in paragraph 2. Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	and of the Council¹, be coordinated and agreed with the neighbouring Member State(s) where applicable. 1. Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).		~~and of the Council¹, be coordinated and agreed with the neighbouring Member State(s) where applicable.~~ ~~1. Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).~~	and of the Council¹, be coordinated and agreed with the neighbouring Member State(s) where applicable. 1. Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).	
Article 15(3), point (ba)					
287a				4. Without prejudice to paragraph 3, upon request of a Member State, in duly justified cases, exemptions shall be granted by the Commission by means of implementing acts in respect of requirements referred to in this Article on the ground of specific geographical or significant physical constraints, negative result of socio-economic cost-benefit analysis or potential negative impacts on environment or	4. Without prejudice to paragraph 3, upon request of a Member State, in duly justified cases, exemptions shall be granted by the Commission by means of implementing acts in respect of requirements referred to in this Article on the ground of specific geographical or significant physical constraints, negative result of socio-economic cost-benefit analysis or ~~potential~~significant negative impacts on environment or

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				biodiversity. Any such request shall be substantiated with sufficient justification. The request for exemptions shall be coordinated with the neighbouring Member State(s) in case of cross-border sections. 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.	biodiversity. Any such request shall be substantiated with sufficient justification. The request for exemptions shall be coordinated with the neighbouring Member State(s) in case of cross-border sections. 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. C EP accepts PRES. compromise.
Article 15(3), point (bb)					
G 287b				The Commission shall assess the request in view	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				of the justification provided as well as in terms of its significant impact on interoperability and continuity of the railway network where relevant. The Commission shall take duly into account the opinion(s) of the neighbouring Member State(s) concerned.	EP accepts Council GA.
Article 15(3), point (bc)					
287c				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 EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 15(3), point (bd)					
287d				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 EP accepts Council GA.
Article 15(3), point (be)					
287e				The Commission shall inform other Member States of the exemptions	C EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				granted pursuant to this Article.	
Article 16					
288	Article 16 Transport infrastructure requirements for the core network and the extended core network			Article 16 Transport infrastructure requirements for the core network and the extended core network	
Article 16(1)					
289	1. Member States shall ensure that the railway infrastructure of the core network and the extended core network complies with Article 15(1).			1. Member States shall ensure that the railway infrastructure of the core network and the extended core network complies with Article 15(1).	
Article 16(2)					
290	2. Member States shall ensure that the railway infrastructure of the extended core network, including connections referred to in Article 14(1), point (d), by 31 December 2040:		2. Member States shall ensure that the railway infrastructure of the extended core network, ~~including connections referred to in Article 14(1), point (d),~~ by 31 December 2040:	2. Member States shall ensure that, by 31 December 2040 , the railway infrastructure of the extended core network, ~~including~~ except connections referred to in Article 14(1), point (d), ~~by~~	B EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				31 December 2040 for lines that are part of the network for freight transport.	
Article 16(2a)					
290a			<i>(-a) is fully electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;</i>		C EP accepts Council GA.
Article 16(2), point (a)					
291	(a) meets the requirements set out in Article 15(2), points (a) to (e), and of a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the extended core network;	(a) meets the requirements set out in Article 15(2), points (a) to (d), and of a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the extended core network;	(a) meets the requirements set out in Article 15(2), points ~~(a) to (e), and of a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the extended core network;~~ (c), (d) and (e)	(a) meets the requirements set out in Article 15(2), points (a) to (e), and of a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the extended core network and (c);	C EP accepts Council GA.
Article 16(2), point (aa)					
291a			<i>(aa) allows for a prevailing minimum operational line speed of</i>		C - See also Council

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			100 km/h for freight trains on the freight lines of the extended core network;		position on line 293.
Article 16(2), point (b)					
292	(b) meets the requirements set out in Article 15(2), points (a) and (b), on the passenger lines of the extended core network;	(b) meets the requirements set out in Article 15(2), point (a), on the passenger lines of the extended core network;	(b) ~~meets the requirements set out in Article 15(2), points (a) and (b), on the passenger lines of the extended core network; deleted~~	(b) meets the requirements set out in Article 15(2), points (a) and (b), on the passenger lines of the extended core network; enables, without special permission, the operation of freight trains with a train length of at least 740 m (including the locomotive(s)). This requirement is met if at least the following conditions are complied with:	c
Article 16(2), point (ba)					
292a				(i) on double track lines, at least one train path per two hours and direction and not less than 24 train paths on daily basis, can be allocated to freight trains with a length of at	~~(i)(ba)~~ on double track lines, at least ~~one~~ 15 percent of all train path per ~~two~~ block of six hours and direction, excluding commuting trains and not less than 24 train paths on

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				least 740 m if requested by a railway undertaking;	~~daily basis~~ , can be allocated to freight trains with a length of at least 740 m if requested by ~~a~~ railway ~~undertaking~~ <u>undertakings</u> ; C EP insists to allow for more than one train path per two hours . EP could also accept a 10% percent allocation per hour and per direction. In return, EP could be flexible toward the Council GA on the majority of the lines in Article 16, including on line 293.
Article 16(2), point (bb)					
292b				(ii) on single track lines, at least one train path per three hours and direction and not less than 12 train paths on daily basis, can be allocated to freight trains with a length of at	~~(#bb)~~ on ~~single~~ <u>double</u> track lines, at least ~~one~~ <u>10</u> percent of all train path per ~~three~~ <u>block of six</u> hours and direction, <u>excluding commuting trains</u> ~~and not less than 12 train paths on~~

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				least 740 m if requested by a railway undertaking;	~~daily basis~~ , can be allocated to freight trains with a length of at least 740 m if requested by ~~a~~ railway ~~undertaking~~ <u>undertakings</u> ; C
Article 16(2), point (c), first subparagraph					
293	(c) allows for a prevailing minimum line speed of 160 km/h for passenger trains on the passenger lines of the extended core network;			(c) allows for a prevailing minimum line for rail sections linking the multimodal freight terminals of two urban nodes or the multimodal freight terminal of an urban node and a border crossing point, over 75% of the length of each rail section, is designed for a speed of ~~160~~ at least 100 km/h for ~~passenger~~ freight trains on the ~~passenger~~ freight lines of the extended core network;	C - See also EP AM on line 291a.
Article 16(2), point (c), second subparagraph					
294	When constructing or			~~When constructing or~~	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	upgrading a passenger line of the extended core network or sections thereof, Member States shall perform a study to analyse the feasibility and economic relevance of higher speeds, and build or upgrade the line to such higher speed where its feasibility and economic relevance are demonstrated.			~~upgrading a passenger line of the extended core network or sections thereof, Member States shall perform a study to analyse the feasibility and economic relevance of higher speeds, and build or upgrade the line to such higher speed where its feasibility and economic relevance are demonstrated.~~	C EP accepts Council GA.
Article 16(2), point (c), second subparagraph a					
G 294a			<i>At the request of a Member State, in duly justified cases including reasons of cost-efficiency of the service, exemptions may be granted by the Commission by means of implementing acts in respect of the requirements set in this paragraph, except for the requirements set in Article 15, paragraph 2, points (c) and (d). Any request for exemption shall be based on a socio-economic cost-</i>		C EP accepts Council GA on exemptions. See also line 301 and 303a-303f on exemptions.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council, be coordinated with and agreed by the neighbouring Member State(s) where applicable.</i>		
Article 16(2), point (c), second subparagraph b					
294b			<i>(2a.) Without prejudice to paragraph 2, second subparagraph, Member States shall ensure that on the railway infrastructure of the extended core network, as of 31 December 2030, in case of construction of a new line, the requirement set out in paragraph 2, point (-a), is complied with.</i>		C EP accepts Council GA.
Article 16(2), point (c), second subparagraph c					
294c				2a. Member States shall	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				ensure that, by 31 December 2040, the railway infrastructure of the extended core network, except connections referred to in Article 14(1), point (d) for lines that are part of the network for passenger transport:	C
Article 16(2), point (c), second subparagraph d					
294d				(a) meets the requirements set out in Article 15(2), point (a) on the passenger lines of the extended core network;	C
Article 16(2), point (c), second subparagraph e					
294e				(b) for rail sections linking the multimodal passenger hubs of two urban nodes or the multimodal passenger hubs of an urban node and a border crossing point, over 75 % of the length of each rail section is designed for a speed of	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				at least 160 km/h for passenger trains on the passenger lines of the extended core network.	
Article 16(2), point (c), second subparagraph f					
294f				2b. Member States shall ensure that, by 31 December 2040, the railway infrastructure of the extended core network on the connections referred to in Article 14(1), point (d) meets the requirements set out in Article 15(2), point (c) and in Article 16(2), point (b), unless, with respect to the requirements set out in Article 16(2), point (b), an exemption from the application of Article 37 (3) has been granted by the Commission pursuant to Article 37(5).	Member States shall ensure that, by 31 December 2040, the railway infrastructure of the extended core network on the connections referred to in Article 14(1), point (d) meets the requirements set out in Article 15(2), point <u>(a) and</u> (c) and in Article 16(2), point (b), unless, with respect to the requirements set out in Article 16(2), point (b), an exemption from the application of Article 37 (3) has been granted by the ~~Commission~~ <u>Commission</u> pursuant to Article 37(5). C EP accepts PRES. compromise.
Article 16(3)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
G 295	3. Member States shall ensure that the railway infrastructure of the core network, including connections referred to in Article 14(1), point (d), by 31 December 2030:		3. Member States shall ensure that the railway infrastructure of the core network, ~~including connections referred to in Article 14(1), point (d),~~ by 31 December 2030:	3. Member States shall ensure that, by 31 December 2030 , the railway infrastructure of the core network, ~~including~~ except connections referred to in Article 14(1), point (d), ~~by 31 December 2030:~~	B EP accepts Council GA.
Article 16(3a)					
G 295a			<i>(-a) is fully electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;</i>		C EP accepts Council position. This requirement is the same in GA by indirect reference in next line to 15.2.a (line 278 and 297).
Article 16(3), point (a)					
G 296	(a) meets the requirements set out in Article 15(2), points (a) to (d), and of a prevailing minimum	(a) meets the requirements set out in Article 15(2), points (a), (b) and (c), and of a prevailing minimum	(a) meets the requirements set out in Article 15(2), points ~~(a) to (d), and of a prevailing minimum~~	(a) ~~meets the requirements set out in Article 15(2), points (a) to (d), and of a prevailing minimum~~	C EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	operational line speed of 100 km/h for freight trains on the freight lines of the core network;	operational line speed of 100 km/h for freight trains on the freight lines of the core network;	~~operational line speed of 100 km/h for freight trains on the freight lines of the core network~~ (c) and (d);	operational line speed of 100 km/h for freight trains on the freight lines of the core network for lines that are part of the network for freight transport: meets the requirements set out in Article 16(2), points (a), (b) and (c);	
Article 16(3), point (aa)					
296a			(aa) allows for a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the core network;		C
Article 16(3), point (b)					
297	(b) meets the requirements set out in Article 15(2), points (a) and (b), on the passenger lines of the core network;	(b) meets the requirements set out in Article 15(2), point (a), on the passenger lines of the core network;	(b) ~~meets the requirements set out in Article 15(2), points (a) and (b), on the passenger lines of the core network; deleted~~	(b) ~~meets the requirements set out in Article 15(2), points (a) and (b), on the passenger lines of the core network;~~ for the lines that are part of the network for passenger transport: meets the requirements set out in Article 15(2), point (a).	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 16(3), point (ba)					
297a			<i>(ba) allows for a prevailing minimum line speed of 160 km/h for passenger trains on the passenger lines of the core network;</i>		C
Article 16(3), point (bb)					
297b				3a. Member States shall ensure that, by 31 December 2040, the railway infrastructure that is part of the core network for passenger transport, except connections referred to in Article 14(1), point (d) meets the requirement set out in Article 16(2a), point (b).	C
Article 16(3), point (bc)					
297c				3ab. Member States shall ensure that, by 31 December 2040, lines for	~~(3ab)~~ 3ab. Member States shall ensure that, by 31 December 2040, lines for

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				freight transport that are part of the railway infrastructure of the core or extended network, including connections referred to in Article 14(1), point (d), allow for the circulation of freight trains carrying standard semi-trailers up to 4 meters high on wagons of a height of at least 27 centimetres on the European Transport Corridors on their territories.	freight transport that are part of the railway infrastructure of the core or extended network, including connections referred to in Article 14(1), point (d), allow for the circulation of freight trains carrying standard semi-trailers up to 4 meters high. ~~loaded at-on wagons of~~ a height of at least 27 centimetres <u>above the top of the rail track</u> on the European Transport Corridors on their territories. C
Article 16(3), point (bd)					
G 297d				This requirement shall be deemed to be met if at least the following conditions are complied with on each European Transport Corridor on the territory of the Member State:	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 16(3), point (be)					
297e				(a) there is at least one direct line meeting that requirement enabling uninterrupted operation of trains in the territory of a Member State as well as on cross-border lines with each neighbouring Member State;	C
Article 16(3), point (bf)					
297f				(b) there is at least one direct line meeting that requirement to at least one rail-road terminal or one multimodal freight terminal located in or adjacent to a maritime port which is part of the European Transport Corridor on the territory of a Member State;	C
Article 16(3), point (bg)					
297g				(c) if one or more end points of a corridor are	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				located on the territory of a Member State, there is at least one direct line meeting that requirement to at least one of these end points.	
Article 16(3), point (bh)					
297h				For cross-border sections, the determination of the lines concerned shall be made in agreement with the neighbouring Member State(s) concerned.	B
Article 16(3), point (bi)					
297i				Member States shall, at the latest three years after the entry into force of this Regulation, notify the Commission of the lines concerned.	B
Article 16(3), point (bj)					
297j			<i>At the request of a Member State, in duly justified cases where a</i>		C - Horizontal issue,

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>Member State is affected by specific geographic or significant physical constraints which prevent the requirements set out in this paragraph, points (ab) and (ba), being complied with on the rail lines on the core network, exemptions may be granted by the Commission by means of implementing acts in respect of those requirements.</i>		linked to exemptions. See also lines 301 and 303a-303f.
Article 16(3), point (bk)					
297k			<i>3a. Member States shall ensure that on the railway infrastructure of the core network network, as of 31 December 2025, in case of construction of a new line, the requirement set out in paragraph 3, point (-a), is complied with.</i>		C See also lines 301 and 303a-303f.
Article 16(3), point (bl)					
297l				3b. Member States shall	3b. Member States shall

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				ensure that, by 31 December 2030, the railway infrastructure of the core network on the connections referred to in Article 14(1), point (d) meets the requirements set out in Article 15(2), point (c) and in Article 16(2), point (b) unless, with respect to the requirements set out in Article 16(2), point (b), an exemption from the application of Article 37 (3) has been granted by the Commission pursuant to Article 37(5).	ensure that, by 31 December 2030, the railway infrastructure of the core network on the connections referred to in Article 14(1), point (d) meets the requirements set out in Article 15(2), ~~point~~ <u>points (a) and</u> (c) and in Article 16(2), point (b) unless, with respect to the requirements set out in Article 16(2), point (b), an exemption from the application of Article 37 (3) has been granted by the Commission pursuant to Article 37(5). C
Article 16(4)					
298	4. Member States shall ensure that the railway infrastructure of the core network, including connections referred to in Article 14(1), point (d), by 31 December 2040:		4. Member States shall ensure that the railway infrastructure of the core network, ~~including connections referred to in Article 14(1), point (d),~~ by 31 December 2040:	4. ~~Member States shall ensure that the railway infrastructure of the core network, including connections referred to in Article 14(1), point (d), by 31 December 2040:~~ The requirements set out in	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				paragraphs 2 to 3b do not apply to isolated networks.	
Article 16(4), point (a)					
299	(a) meets the requirement of Article 15(2), point (e), on the freight lines on the core network;	(a) meets the requirement of Article 15(2), point (d), on the freight lines on the core network;		(a) meets the requirement of Article 15(2), point (e), on the freight lines on the core network;	C
Article 16(4), point (b)					
300	(b) meets the requirement of paragraph 2, point (c), on the passenger lines of the core network.	(b) meets the requirement of paragraph 2, point (b) on the passenger lines of the core network.;	(b) ~~meets the requirement of paragraph 2, point (c), on the passenger lines of the core network.~~ deleted	(b) meets the requirement of paragraph 2, point (c), on the passenger lines of the core network.	C
Article 16(4), point (ba)					
300a			At the request of a Member State, in duly justified cases including reasons of cost-efficiency of the service, exemptions to the requirement set out in point (a) of this paragraph may be granted by the Commission by means of implementing		C - Linked to exemptions. See line 301.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>acts. Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council, and be coordinated with and agreed by the neighbouring Member State(s) where applicable.</i>		
Article 16(5)					
301	5. The following exemptions apply:		<i>5. Isolated networks are exempted from the requirements under paragraph 2, 3 and 4;The following exemptions apply:</i>	5. Without prejudice to paragraph 4, upon at the request of a Member State, in duly justified cases,The following exemptions apply:shall be granted by the Commission by means of implementing acts in respect of requirements referred to in this article on the ground of specific geographical or	5. Without prejudice to paragraph 4, upon at the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission by means of implementing acts in respect of requirements referred to in this article on the ground of specific geographical or significant physical constraints, negative result

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				significant physical constraints, 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 exemptions shall be coordinated with the neighbouring Member State(s) in case of cross-border sections. 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.	of socio-economic cost-benefit analysis or ~~potential~~ significant negative impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification. The request for exemptions shall be coordinated with the neighbouring Member State(s) in case of cross-border sections. 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. C
Article 16(5), point (a)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
302	(a) isolated networks are exempted from the requirements under paragraph 2, 3 and 4;		(a) ~~isolated networks are exempted from the requirements under paragraph 2, 3 and 4; deleted~~	(a) ~~isolated networks are exempted from the requirements under paragraph 2, 3 and 4;~~	C Already included in line 298.
Article 16(5), point (b)					
303	(b) at the request of a Member State, in duly justified cases, other exemptions may be granted by the Commission by means of implementing acts in respect of the requirements referred to in paragraphs 2 to 4. Any exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797, be coordinated and agreed with the neighbouring Member State(s) where applicable.		(b) ~~at the request of a Member State, in duly justified cases, other exemptions may be granted by the Commission by means of implementing acts in respect of the requirements referred to in paragraphs 2 to 4. Any exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797, be coordinated and agreed with the neighbouring Member State(s) where applicable. deleted~~	(b) at the request of a Member State, in duly justified cases, other exemptions may be granted by the Commission by means of implementing acts in respect of the requirements referred to in paragraphs 2 to 4. Any exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797, be coordinated and agreed with the neighbouring Member State(s) where applicable.	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 16(5), point (ba)					
303a				The Commission shall assess the request in view of the justification provided as well as in terms of its significant impact on interoperability and continuity of the railway network, where relevant. The Commission shall take duly into account the opinion(s) of the neighbouring Member State(s) concerned.	C
Article 16(5), point (bb)					
303b				When assessing requests for exemptions from the requirement related to carriage of the semi-trailers set out in paragraph 3ab of this Article, the Commission shall take particularly into consideration the results of the socio-economic cost-benefit analysis as well as the potential disruption of the	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				services caused by the necessary works needed to meet that requirement.	
Article 16(5), point (bc)					
303c				When assessing requests for the exemptions from the requirements laid down in this Article for the extended core network, the Commission shall take particularly into consideration any major investment undertaken by the Member State concerned on a parallel line in close proximity to the ones to be newly constructed.	C
Article 16(5), point (bd)					
303d				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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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 16(5), point (be)					
303e				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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Commission within such time-limits, the exemption shall be deemed to be granted.	
Article 16(5), point (bf)					
303f				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C
Article 16(5), point (bg)					
303g			<i>5a. Member States shall ensure that the railway infrastructure connections referred to in Article 14(1), point (d), meet the requirements of Article 15(2):</i> <i>- on the core network by 31 December 2030;</i> <i>- on the extended core network by 31 December 2040; and</i> <i>- on the comprehensive network by 31 December 2050.</i> <i>At the request of a</i>		C This is already covered in the GA in lines 284f, 294f, 297c, 297l and 303i.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>Member State, in duly justified cases including reasons of cost-efficiency of the service, exemptions in respect of the requirements set out in Article 15(2), points (a) and (e) 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 and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council, be coordinated with and agreed by the neighbouring Member State(s) where applicable.;</i> <i>At the request of a Member State, in duly justified cases where specific geographic or significant physical constraints prevent such provision, exemptions to</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>the requirement set out in Article 15(2), point (d) may be granted by the Commission by means of implementing acts.</i> Changes to amended COM prop. not shown.		
Article 16a					
303h		Article 16a European standard nominal track gauge for rail	<i>Article 16a European standard nominal track gauge for rail</i> Changes to amended COM prop. not shown.	Article 16a European standard nominal track gauge for rail Changes to amended COM prop. not shown.	
Article 16(5), point (bh)					
303i		1. Member States shall ensure that any new railway infrastructure of the comprehensive network, the extended network and the core network, including connections referred to in Article 14(1), point (d), provides for the European	<i>1. Member States shall ensure that any new railway infrastructure of the comprehensive network, the extended core network and the core network, including connections referred to in</i>	1. Member States shall ensure that any new railway line of the extended core network and the core network, including connections referred to in Article 14(1), point (d), provides for the European	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
		standard nominal track gauge of 1 435 mm. That requirement is considered to be met when 1 435 mm track gauge trains can circulate on the infrastructure. For the purposes of this Article new railway infrastructure means any infrastructure for which construction works have not started on the date of entry into force of this Regulation.	<i>Article 14(1), point (d), provides for the European standard nominal track gauge of 1 435 mm. That requirement is considered to be met when 1 435 mm track gauge trains can circulate on the infrastructure. For the purposes of this Article new railway infrastructure means any infrastructure for which the authorising decision, as referred to in Article 2 of Directive (EU) 2021/1187 of the European Parliament and of the Council, has not been taken on ... [the date of entry into force of this Regulation].</i> Changes to amended COM prop. not shown.	standard nominal track gauge of 1 435 mm. That requirement is considered to be met when 1 435 mm track gauge trains can circulate on the infrastructure at the latest by 2030 for the core network and by 2040 for the extended core network. For the purposes of this Article new railway line means any line for which construction works have not started on the date of entry into force of this Regulation. Changes to amended COM prop. not shown.	
Article 16(5), point (bi)					
303j		2. Member States with a rail network, or a part thereof, with a track gauge different from that of the	2. <i>Member States with a rail network, or a part thereof, with a track gauge</i>	2. By derogation to paragraph 1, the Member States on the territory of which, at the date of entry	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
		European standard nominal track gauge of 1 435 mm shall draw up, at the latest two years after the date of entry into force of this Regulation, a migration plan of the existing railway lines located on the European Transport Corridors to the European standard nominal track gauge of 1 435 mm. Such migration plan shall be coordinated with the neighbouring Member State(s) concerned by the migration.	<i>different from that of the European standard nominal track gauge of 1 435 mm shall carry out an assessment, at the latest by ... [date two years after the date of entry into force of this Regulation], assessing the viability of migration of the existing railway lines located on the European Transport Corridors to the European standard nominal track gauge of 1 435 mm. Such migration plan shall be coordinated with the neighbouring Member State or Member States concerned by the migration.</i> Changes to amended COM prop. not shown.	into force of this Regulation, no new railway line is planned to be connected to the land border of another Member State according to Annex I of this Regulation, shall draw up a plan identifying the new railway line to be built according to the European standard nominal track gauge of 1 435 mm. This plan shall take account of the impact on interoperability with the neighbouring Member State(s), by taking account of, notably, the possible migration of existing railway lines according to paragraph 3. The plan shall include a socio-economic cost-benefit analysis justifying the decision of the Member State, where relevant, not to build new railway infrastructure to the European standard nominal track gauge of 1	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				435 mm and an assessment of the impact on interoperability. This plan shall be submitted to the Commission at the latest two years after the date of entry into force of this Regulation. Changes to amended COM prop. not shown.	
Article 16(5), point (bj)					
303k		3. Member States may identify in the migration plan the railway lines which will not migrate to the European standard nominal track gauge of 1 435 mm. The migration plan shall include a socio-economic cost-benefit analysis justifying the decision not to migrate the railway lines to the European standard nominal track gauge of 1 435 mm and an assessment of the impact on interoperability.	3. <i>Based on the assessment under paragraph 2, the Member States shall draw up a migration plan, at the latest one year following the completion of the assessment, justifying in the migration plan the railway lines which will not migrate to the European standard nominal track gauge of 1 435 mm. The migration plan shall include a socio-economic cost-benefit analysis justifying the</i>	3. Member States with an existing rail network, or a part thereof, with a track gauge different from that of the European standard nominal track gauge of 1 435 mm shall carry out an assessment, at the latest two years after the date of entry into force of this Regulation, identifying the existing railway lines located on the European Transport Corridors in view of their possible migration to the European standard	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>decision not to migrate the railway lines to the European standard nominal track gauge of 1 435 mm and an assessment of the impact on interoperability and continuity of the railway network. In the case of cross-border sections, the request for exemption shall be coordinated and agreed with the neighboring Member State.</i> Changes to amended COM prop. not shown.	nominal track gauge of 1 435 mm. The assessment shall be coordinated with the neighbouring Member State(s), in case of cross-border sections. The assessment shall include a socio-economic cost-benefit analysis on the viability of the possible migration and an assessment of the impact on interoperability. Changes to amended COM prop. not shown.	
Article 16(5), point (bk)					
G 3031				Based on the assessment under the first subparagraph, the Member States shall draw up a migration plan where relevant, at the latest one year following the completion of the assessment, identifying the existing railway lines	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				located on the European Transport Corridors to be migrated to the European standard nominal track gauge of 1 435 mm and provide for an indication of the timeline of the migration. Changes to amended COM prop. not shown.	
Article 16(5), point (bl)					
303m				Sub-paragraphs 1 and 2 shall apply mutatis mutandis to the railway lines for which construction works have started on the date of entry into force of this Regulation. Changes to amended COM prop. not shown.	C
Article 16(5), point (bm)					
303n		4. The priorities for infrastructure and	4. <i>The priorities for</i>	4. The priorities for infrastructure and	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
		investment planning related to the migration plan shall be included in the first work plan of the European Coordinator for a European Transport Corridor of which the freight railway lines with a track gauge different from that of the European standard nominal track gauge is part, in accordance with Article 53.';	<i>infrastructure and investment planning related to the migration plan shall be included in the first work plan of the European Coordinator for a European Transport Corridor of which the freight railway lines with a track gauge different from that of the European standard nominal track gauge is part, in accordance with Article 53.';</i> Changes to amended COM prop. not shown. No changes to Amended COM proposal	investment planning resulting from the plans referred to in paragraphs 2 and 3 shall be included in the first work plan of the European Coordinator for a European Transport Corridor of which the freight railway lines with a track gauge different from that of the European standard nominal track gauge is part, in accordance with Article 53. Changes to amended COM prop. not shown.	
Article 16(5), point (bn)					
G 303o				5. Upon the request of a Member State, in duly justified cases, a temporary exemption from the requirements referred to in paragraph 1 shall be granted by the Commission by means of	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				implementing acts for new railway lines of the core and extended core network, or for part thereof, on the ground of negative results of socio-economic cost-benefit analysis. Any request for exemption shall be based on sufficient justification. In the case of cross-border sections, the requests for exemption shall be coordinated with the neighbouring Member State. The neighbouring Member State 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. Changes to amended COM prop. not shown.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 16(5), point (bo)					
303p				The Commission shall assess the request in view of the justification provided as well as in terms of its significant impact on interoperability and continuity of the railway network, where relevant. The Commission shall take duly into account the opinion(s) of the neighbouring Member State(s) concerned. Changes to amended COM prop. not shown.	C
Article 16(5), point (bp)					
303q				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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				may ask the Member State to supplement that information within thirty calendar days from the receipt of that information. Changes to amended COM prop. not shown.	
Article 16(5), point (bq)					
303r				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 second 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. The decision shall indicate the period for which the	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				exemption is granted. Changes to amended COM prop. not shown.	
Article 16(5), point (br)					
303s				The Commission shall inform other Member States of the exemptions granted pursuant to the fourth subparagraph. Changes to amended COM prop. not shown.	C
Article 17					
304	Article 17 The European Rail Traffic Management System			Article 17 The European Rail Traffic Management System	
Article 17(1)					
305	1. Member States shall ensure that on the railway infrastructure of the extended core network and the comprehensive			1. Member States shall ensure that on the railway infrastructure of the extended core network and the comprehensive	C EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	network, including connections referred to in Article 14(1), point (d), by 31 December 2040:			network, including connections referred to in Article 14(1), point (d), by 31 December 2040::	
	Article 17(1), point (a)				
306	(a) ERTMS is equipped;		(a) ERTMS is equipped, <i>whilst a synchronised and harmonised ERTMS deployment of tracksides and onboards is ensured;</i>	(a) ERTMS is equipped;	C EP accepts Council GA.
	Article 17(1), point (b)				
307	(b) class B systems are decommissioned.			(b) class B systems are decommissioned.	C EP accepts Council GA.
	Article 17(1), point (ba)				
307a				(i) ERTMS is equipped on the railway infrastructure of the extended core network by 31 December 2040 and the comprehensive network by 31 December 2050, except connections	C EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				referred to in Article 14(1), point (d), while ensuring a synchronised and harmonised ERTMS deployment trackside and on board of trains;	
Article 17(1), point (bb)					
307b				(ii) ERTMS is deployed on connections referred to in Article 14(1), point (d), of the extended core by 31 December 2040 and the comprehensive network by 31 December 2050 where such equipment is deemed necessary by the Member State concerned in coordination with the relevant stakeholders, in particular the infrastructure manager.	C EP accepts Council GA.
Article 17(2)					
308	2. Member States shall ensure that the railway infrastructure of the core network, including connections referred to in			2. Member States shall ensure that the railway infrastructure of the core network, including connections referred to in	C Lines 308 to 308 b are included in 305 to 307b.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 14(1), point (d), by 31 December 2030 meets the requirements of paragraph 1, point (a).			Article 14(1), point (d), by 31 December 2030 ~~meets~~ the requirements of paragraph 1, point (a):	
Article 17(2a)					
308a				- the railway infrastructure of the core network except connections referred to in Article 14(1), point (d), meets the requirements of paragraph 1.	C EP accepts Council GA.
Article 17(2b)					
308b				- ERTMS is deployed on connections referred to in Article 14(1), point (d), of the core network where such equipment is deemed necessary by the Member State concerned in coordination with the relevant stakeholders, in particular the infrastructure manager.	C EP accepts Council GA.
Article 17(2c)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
308c				2a. Member State shall aim, where appropriate, at decommissioning of class B systems by 31 December 2050.	2a. Member ~~State shall aim, where~~ <u>shall ensure that class B systems are decommissioned, no later than by 2040 on the core network, by 2045 on the extended core and by 2050 on the comprehensive network, provided that an appropriate level of safety is ensured, except for sections in urban nodes also used by suburban passenger trains equipped with dedicated class B train protection systems, at decommissioning of class B systems by 31 December 2050.</u> C EP proposes the deadline of 2045 for the decommissioning of class B systems on the extended core and comprehensive networks.
Article 17(3)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
309	3. Member States shall ensure that the railway infrastructure of the core network, including connections referred to in Article 14(1), point (d), by 31 December 2040 meets the requirement of paragraph 1, point (b).			3. Member States shall ensure that the railway infrastructure of the core network, including connections referred to in Article 14(1), point (d), by 31 December 2040 meets the requirement of paragraph 1, point (b).	C EP could be flexible if the deadline of 2045 can be accepted by the Council for the decommissioning of class B systems on the extended core and comprehensive networks.
Article 17(4)					
310	4. Member States shall ensure that the railway infrastructure of the core network, the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), is equipped with radio-based ERTMS by 31 December 2050.		4. Member States shall ensure that the railway infrastructure of the core network, the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), is equipped with ~~radio-based~~ ERTMS by 31 December ~~2050~~ 2040.	4. Member States shall ensure that the railway infrastructure of the core network, the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), is equipped with radio-based ERTMS by 31 December 2050.	C EP accepts Council GA.
Article 17(5)					
311	5. Member States shall		5. Member States shall	5. Member States shall	5. Member States shall

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	ensure that on the railway infrastructure of the core network, the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), as of 31 December 2025, in case of construction of a new line or upgrade of the signalling system, radio-based ERTMS is being deployed.		ensure that on the railway infrastructure of the core network, the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), as of 31 December 2025, in case of construction of a new line or upgrade of the signalling system, ~~radio-based~~ ERTMS is being deployed.	ensure that on the railway infrastructure of the core network, the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), as of 31 December ~~2025~~ 2030, in case of construction of a new line or upgrade of the signalling system, radio-based ERTMS is being deployed.	ensure that on the railway infrastructure of the core network, the extended core network and the comprehensive network as of 31 December 2030, in case of construction of a new line, <u>or as of 31 December 2040, in case of upgrade of the signalling system</u> , radio-based ERTMS is being deployed. C EP is willing to be more flexible regarding the 2030 deadline if Council could re-introduce 'upgrade of the signalling system'.
Article 17(5a)					
311a				5a. Member States shall ensure that radio-based ERTMS is deployed by 31 December 2050 on connections referred to in Article 14(1), point (d), of the core network, the	5a. Member States shall ensure that radio-based ERTMS is deployed by 31 December 2050 on connections referred to in Article 14(1), point (d), of the core network, the

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				extended core network and the comprehensive network, where such equipment is deemed necessary by the Member State concerned in coordination with the relevant stakeholders, in particular the infrastructure manager. In case of construction of a new line, such deployment shall be ensured as of 31 December 2030.	extended core network and the comprehensive network, where such equipment is deemed necessary by the Member State concerned in coordination with the ~~relevant stakeholders, in particular the infrastructure manager~~<u>infrastructure manager and other relevant stakeholders</u>. In case of construction of a new line, such deployment shall be ensured as of 31 December 2030. C Text Origin: Council Mandate
Article 17(5b)					
6	311b			5b. The requirements set out in paragraphs 1 to 5a do not apply to isolated networks.	C EP provisionally accepts the Council GA. 6
Article 17(6)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
312	6. At the request of a Member State, in duly justified cases, exemptions may be granted by the Commission by means of implementing acts in respect of requirements referred to in paragraphs 1 to 5. Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council¹, be coordinated and agreed with the neighbouring Member State(s) where applicable. ¹. Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).		6. For isolated networks, at the request of a Member State, in duly justified cases, exemptions may be granted by the Commission by means of implementing acts in respect of requirements referred to in paragraphs 1 to 5. ~~Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council¹, be coordinated and agreed with the neighbouring Member State(s) where applicable.~~ ¹. ~~Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).~~	6. ~~At the~~ Without prejudice to paragraph 5b, upon request of a Member State, in duly justified cases, exemptions ~~may~~ shall be granted by the Commission by means of implementing acts in respect of requirements referred to in paragraphs 1 to 5~~a~~. Any request for exemption shall be based on ~~a~~ negative result of socio-economic cost-benefit analysis and an assessment of the impact on interoperability. Any such request shall be substantiated with sufficient justification. The request for exemptions shall be coordinated with the neighbouring Member State(s) in case of cross-border sections. The neighbouring Member State(s) may provide an opinion to the Member State requesting the An exemption. The Member	C EP provisionally accepts the Council GA.

	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. Requested exemptions shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council¹, be coordinated and agreed with the neighbouring Member State(s) where applicable. ¹. Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).	
Article 17(6a)					
312a				The Commission shall assess the request in view of the justification provided under the first subparagraph as well as in terms of its significant	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				impact on interoperability. The Commission shall take duly into account the opinion(s) of the neighbouring Member State(s) concerned.	
Article 17(6b)					
312b				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
Article 17(6c)					
312c				The Commission shall take a decision on the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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
Article 17(6d)					
312d				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C
Article 17(6e)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
312e			<i>6a. Member States shall timely inform the concerned parties about ERTMS deployment before the ETCS trackside deployment and before the decommissioning of class B systems.</i>		C EP proposes to reflect this in a recital.
Article 17(6f)					
312f			<i>6b. The Commission shall ensure the Technical Specifications for Interoperability (TSI CCS and TSI INF) are aligned with this Regulation, implying the alignment of provisions as well as the effective implementation.</i>		C
Article 17(6g)					
312g			<i>6c. The Commission shall consider to provide, within two years from the date of entry in force of this Regulation, a legislative proposal for establishing a harmonised Rail Traffic</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>Management System in order to improve cross-border operations on the trans-European transport network.</i>		
Article 18					
313	Article 18 Operational requirements for the European Transport Corridors			Article 18 Operational requirements for the European Transport Corridors Moved to Article 65	Article 18 ~~Moved to Article 65~~ <u>Operational priorities for the European Transport Corridors</u> C
Article 18(1)					
314	1. Member States shall ensure that, by 31 December 2030, the quality of services provided by infrastructure managers to railway undertakings, technical and operational requirements for infrastructure use and procedures related to border controls do not prevent the operational		1. Member States shall ensure that, by 31 December 2030, the quality of services provided by infrastructure managers to railway undertakings and terminal operators , technical, administrative and operational requirements for infrastructure use and procedures related to	1. ~~Member States shall ensure that, by 31 December 2030, the quality of services provided by infrastructure managers to railway undertakings, technical and operational requirements for infrastructure use and procedures related to border controls do not prevent the operational~~	1. ~~Moved to Article 65~~ <u>The Rail Freight governance shall make all the possible efforts to ensure that, by 31 December 2030, the quality of services provided to railway undertakings and technical and operational requirements for infrastructure use do not prevent the operational performance of rail freight</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	performance of rail freight services along the rail freight lines of the European Transport Corridors from meeting the following target values:		border controls do not prevent the operational performance of rail freight services along the rail freight lines of the European Transport Corridors from meeting the following target values:	performance of rail freight services along the rail freight lines of the European Transport Corridors from meeting the following target values: Moved to Article 65	<u>services along the freight corridors from meeting the following target values:</u> C
Article 18(1), point (a)					
315	(a) for each internal Union cross-border section, the dwelling time of all freight trains crossing the border does not exceed 15 minutes on average. Dwelling time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing, irrespective of the underlying causes, such as police border controls and procedures or considerations of infrastructural, operational, technical and administrative nature, without taking into account		(a) for each internal Union cross-border section, the dwelling time of all freight trains crossing the border does not exceed 15 minutes ~~on average~~ . Dwelling time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing, irrespective of the underlying causes, such as police border controls and procedures or considerations of infrastructural, operational, technical and administrative nature, without taking into account	(a) for each internal Union cross-border section, the dwelling time of all freight trains crossing the border does not exceed 15 minutes on average. Dwelling time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing, irrespective of the underlying causes, such as police border controls and procedures or considerations of infrastructural, operational, technical and administrative nature, without taking into account	(a) ~~Moved to Article 65~~ <u>for each internal cross-border section the dwelling time of all freight trains crossing the border between two Member States does not exceed 25 minutes on average, except at the sections where a change of track gauge takes place or where the checks carried out at a border where the controls have not yet been lifted on trains in application of point 1.2 of Annex VI of Regulation (EU) 2016/3991 do not allow for this time-limit to be complied with. Dwelling</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the time that cannot be attributed to the border crossing, such as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it;		the time that cannot be attributed to the border crossing, such as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it;	the time that cannot be attributed to the border crossing, such as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it; Moved to Article 65	<u><i>time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing, irrespective of procedures or considerations of infrastructural, operational, technical and administrative nature. Dwelling time does not include the time that cannot be attributed to the border crossing, such as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it;</i></u> C PCY compromise proposal maintains the content of the GA in Art 65.
Article 18(1), point (b)					
316	(b) at least 90% of the freight trains crossing at			(b) at least 90% of the freight trains crossing at	(b) ~~Moved to Article 65~~ <u>at least 75% of the freight</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	least one border of a European Transport Corridor arrive at their destination, or at the external Union border if their destination is outside the Union, at their scheduled time or with a delay of less than 30 minutes.			least one border of a European Transport Corridor arrive at their destination, or at the external Union border if their destination is outside the Union, at their scheduled time or with a delay of less than 30 minutes. Moved to Article 65	<u>trains crossing at least one border of a freight corridor arrive at their destination, or at the external Union border if their destination is outside the Union, at their scheduled time or with a delay of less than 30 minutes by reasons that are attributable to the infrastructure manager(s) of the Union. Delays occurred in and attributable to third countries that are crossed by freight trains shall not be taken into account.</u> C PCY compromise proposal maintains the content of the GA in Art 65.
Article 18(1), point (ba)					
316a			<i>(ba) at least 90% of the passenger trains crossing at least one border of a European Transport Corridor arrive at their</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>destination, or at the external Union border if their destination is outside the Union, at their scheduled time or with a delay of less than 30 minutes.</i>		
Article 18(2)					
317	2. Member States shall modify, as appropriate, contractual agreements referred to in Article 30 of Directive 2012/34/EU and take appropriate measures in accordance with Regulation (EU) No 913/2010 to meet the target values set out in points (a) and (b) of the first paragraph.		2. Member States shall modify, as appropriate, contractual agreements referred to in Article 30 of Directive 2012/34/EU and take appropriate measures in accordance with Regulation (EU) No 913/2010 to meet the target values set out in points (a), <i>(b) and (ba)</i> and (b) of the first paragraph.	2. ~~Member States shall modify, as appropriate, contractual agreements referred to in~~ Moved to Article 30 of Directive 2012/34/EU and take appropriate measures in accordance with Regulation (EU) No 913/2010 to meet the target values set out in points (a) and (b) of the first paragraph. 65	C
Article 18(2a)					
317a			<i>2a. The Commission, in close cooperation with all the rail stakeholders, shall ensure that a digital capacity management system, which enables</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>passenger and freight operators to book a cross-border train path across several Member States, will be developed by 31 December 2025. The capacity management system shall be operated by the European Railway Agency. Member States shall fully deploy the system on the European Transport Corridors, core and extended core networks by 31 December 2027.</i>		
Article 19					
318	Article 19 Additional priorities for railway infrastructure development			Article 19 Additional priorities for railway infrastructure development	
Article 19, first paragraph					
319	In the promotion of projects of common interest related to railway infrastructure, and in addition to the general priorities set out in			In the promotion of projects of common interest related to railway infrastructure, and in addition to the general priorities set out in	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Articles 12 and 13, attention shall be given to the following:			Articles 12 and 13, attention shall be given to the following:	
Article 19, first paragraph a					
319a			<i>(-a) migrating to the European standard nominal track gauge (1 435 mm),</i> Changes to amended COM prop. not shown. No changes in EP mandate to COM proposal		EP and Council positions identical, see also line 320.
Article 19, first paragraph, point (a)					
320	(a) mitigating the impact of noise and vibration caused by rail transport, in particular through measures for rolling stock and for infrastructure, including noise protection barriers;	(a) 'migrating to the European standard nominal track gauge (1 435 mm)';	~~(a)(-a) mitigating the impact of noise and vibration caused by rail transport, in particular through measures for rolling stock and for infrastructure, including noise protection barriers~~ <i>migrating to the European standard nominal track gauge (1</i>	(a) mitigating the impact of noise and vibration caused by rail transport, in particular through measures for rolling stock and for infrastructure, including noise protection barriersmigrating to the European standard nominal track gauge (1 435 mm), where relevant;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			435 mm)'; Changes to amended COM prop. not shown. No changes to Amended COM proposal		
Article 19, first paragraph, point (b)					
321	(b) improving the safety of level crossings;		(b) improving the safety of level crossings, and where relevant, converting to railway overpasses or tunnels;	(b) ~~improving the safety of level crossings~~ mitigating the impact of noise and vibration caused by rail transport, in particular through measures for rolling stock and for infrastructure, including noise protection barriers;	B PRES proposes to keep GA. The proposal of EP could be included in line 322.
Article 19, first paragraph, point (c)					
322	(c) where appropriate, connecting railway transport infrastructure with inland waterway port infrastructure;		(c) where appropriate, connecting railway transport infrastructure with inland waterway and maritime port, as well as airports ~~port~~ infrastructure;	(c) ~~where appropriate, connecting railway transport infrastructure with inland waterway port infrastructure~~ improving the safety of level crossings;	B
Article 19, first paragraph, point (d)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
323	(d) subject to socio-economic costs and benefits analysis, developing of infrastructure for train length above 740 m and up to 1500 m and 25.0 t axle load when constructing and modernising railway lines relevant for freight traffic;			(d) subject to socio-economic costs and benefits analysis, developing of infrastructure for train length above 740 m and up to 1500 m and 25.0 t axle load when constructing and modernising railway lines relevant for freight traffic where appropriate, connecting railway transport infrastructure with inland waterway port infrastructure;	B
Article 19, first paragraph, point (e)					
324	(e) developing and deploying innovative technologies for railways, building in particular on the work of the Shift2Rail and Europe's Rail Joint Undertakings, notably automatic train operation, advanced traffic management, and digital connectivity for passengers based on ERTMS and		(e) developing and deploying innovative technologies for railways, building in particular on the work of the Shift2Rail and Europe's Rail Joint Undertakings, notably automatic train operation, including automated shunting and automated brake status testing, advanced traffic	(e) ~~developing and deploying innovative technologies for railways, building in particular on the work of the Shift2Rail and Europe's Rail Joint Undertakings, notably automatic train operation, advanced traffic management, and digital connectivity for passengers based on ERTMS and~~	B PRES proposes to keep GA, which is aligned with COM proposal in line 323.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	digital automatic couplings as well as 5G connectivity;		management, and digital connectivity for passengers and freight based on ERTMS and digital automatic couplings as well as 5G connectivity;	~~digital automatic couplings as well as 5G connectivity~~ subject to socio-economic costs and benefits analysis, developing of infrastructure for train length above 740 m and up to 1500 m and 25.0 t axle load when constructing and modernising railway lines relevant for freight traffic;	
Article 19, first paragraph, point (f)					
325	(f) when building or upgrading railway infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport;		(f) when building or major upgrading railway infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport;	(f) ~~when~~ developing and deploying innovative technologies for railways, building or upgrading railway infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport in particular on the work of the Shift2Rail and Europe's Rail Joint Undertakings, notably	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				automatic train operation, advanced traffic management, and digital connectivity for passengers based on ERTMS and digital automatic couplings as well as 5G connectivity;	
Article 19, first paragraph, point (g)					
326	(g) developing innovative alternative fuels technologies for railways, such as hydrogen for sections that are exempted from the electrification requirement.		(g) developing innovative alternative fuels technologies for railways, such as hydrogen <i>or battery powered trains</i> , for sections that are exempted from the electrification requirement, <i>where the economic viability of such projects has been established on basis of a cost-benefit analysis;</i>	(g) developing innovative alternative fuels technologies for railways, such as hydrogen for sections that are exempted from the electrification requirement. when building or upgrading railway infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths, and develop bicycle parking in the vicinity of the stations in order to promote the active modes of transport;	B
Article 19, first paragraph, point (ga)					
326a				(h) developing innovative	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				alternative fuels technologies for railways, such as hydrogen for sections that are exempted from the electrification requirement and rail access routes.	B
Article 19, first paragraph, point (gb)					
326b			<i>(ga) developing FRMCS technology in order to deploy an ERTMS based on satellite technology;</i>		B
Article 19, first paragraph, point (gc)					
326c				(i) for the development of the trans-European transport network, providing a standard of ensuring the circulation of freight trains carrying standard semi-trailers up to 4 meters high on standard wagons of a height of 33 centimeters, without any additional requirement for special permission to operate	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				services.	
Article 19, first paragraph, point (gd)					
326d			<i>(gb) developing inertial units for the geopositionning component of ERTMS;</i>		B
Article 19, first paragraph, point (ge)					
326e			<i>(gc) upgrading to double-track rail in bottlenecks sections suffering from capacity barriers;</i>		B PRES. considers including the EP's proposal.
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)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement	
G	329	1. Inland waterways infrastructure shall comprise, in particular:		1. Inland waterways infrastructure shall comprise, in particular:		G
	Article 20(1), point (a)					
G	330	(a) rivers;		(a) rivers;		G
	Article 20(1), point (b)					
G	331	(b) canals;		(b) canals;		G
	Article 20(1), point (c)					
G	332	(c) lakes;	(c) lakes <i>and lagoons</i> ;	(c) lakes and lagoons ;	Identical Council and EP amendments.	G
	Article 20(1), point (d)					
G	333	(d) related infrastructure such as locks, elevators, bridges, reservoirs and associated flood and drought prevention and mitigation measures which may bring positive effects		(d) related infrastructure such as locks, elevators, bridges, reservoirs and associated flood and drought prevention and mitigation measures which may bring positive effects		G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	to inland waterway navigation;			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 necessary for transport operations within the port area and outside the port area;		(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	(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	Identical Council and EP amendments.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			area;	the port area;	
Article 20(1), point (h)					
G 337	(h) associated equipment;		(h) associated equipment <i>referred to in paragraph 2;</i>	(h) associated equipment referred to in paragraph 2;	Identical amendments.
Article 20(1), point (i)					
G 338	(i) ICT systems for transport, including RIS;			(i) ICT systems for transport, including RIS;	
Article 20(1), point (j)					
G 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 defined in Regulation (EU) [...] [on the deployment of alternative fuels			(k) infrastructure related to facilities for alternative fuels ~~as defined in Regulation (EU) [...] [on the deployment of alternative fuels~~	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	infrastructure];			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 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			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~~	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	facilities, as well as equipment for ice-breaking, hydrological services and dredging of the fairway, port and port approaches to ensure year-round navigability.			facilities, as well as equipment for ice-breaking, hydrological services and dredging of the fairway, port and port approaches to ensure year-round 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:	B
Article 20(3), point (a)					
344	(a) it has an annual freight transshipment volume exceeding 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;			(a) it has an annual freight transshipment volume exceeding 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;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 20(3), point (b)					
G 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.	G
Article 21					
G 346	Article 21 Transport infrastructure requirements for the comprehensive network			Article 21 Transport infrastructure requirements for the comprehensive network	G
Article 21(1)					
G 347	1. Member States shall ensure that inland ports on the comprehensive network, by 31 December 2050:			1. Member States shall ensure that inland ports on the comprehensive network, by 31 December 2050:	G
Article 21(1), point (a)					
G 348	(a) will be connected with the road or rail infrastructure;			(a) will be connected with the road or rail infrastructure;	G
Article 21(1), point (b)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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, measures to reduce air and water pollution.		(c) are equipped with facilities to improve the environmental performance of vessels in ports, ~~including~~ such as reception facilities, degassing facilities, noise reduction measures, measures to reduce air and water pollution.	(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.	B EP accepts Council GA.
Article 21(2)					
351	2. Member States shall ensure that alternative fuels infrastructure is deployed in inland ports in compliance with the			2. Member States shall ensure that alternative fuels infrastructure is deployed in inland ports in ~~compliance with the~~	A EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].			~~requirements of~~ requirements of accordance with Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].	
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 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.			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 and in Article 21(1), points (c), by 31 December 2040.	
Article 22(2)					
354	2. Member States shall ensure that the inland waterway network, including connections		2. Member States shall ensure that the inland waterway network, including connections	2. Member States shall ensure that the inland waterway network, including connections	B - See also Council amendment on line

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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).		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, and protecting and preventing deterioration of the current status of parts of the network that already exceed the minimum requirements , or any of its defined underlying criteria (Good Navigation Status).	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).	345a. EP accepts Council position on this line. The idea of taking into account the impact of climate change should be added in a recital (possibly recital 45): "For this purpose, reference water levels should be established for each European Transport Corridor, waterway or section of waterway, while taking into account the impact of climate change."
Article 22(2a)					
G 354a				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	<u>2a.</u> 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~~

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				of entry into force of this Regulation, Member States shall make all possible efforts to prevent the deterioration of its status.	~~of this Regulation, Member States shall make all possible efforts to prevent the deterioration of its status~~ <u>(Good Navigation Status) as well as prevent the deterioration of the current status of those parts of the network that already exceed those minimum requirements at the entry into force of this Regulation.</u> B EP accepts PRES. compromise.
Article 22(3)					
G	355	3. Member States shall in particular ensure that:	3. Member States shall, <i>by 31 December 2030</i> , in particular, ensure that:	3. Member States shall by 31 December 2030 in particular ensure that:	Identical EP and Council amendments.
Article 22(3), point (a), first subparagraph					
Y	356	(a) Rivers, canals, lakes, inland ports and their access routes provide a navigable channel depth of	(a) Rivers, canals, lakes, lagoons , inland ports and their access routes provide a navigable channel depth	(a) Rivers, canals, lakes, lagoons , inland ports and their access routes provide a navigable channel depth	EP's proposal will be included as a new

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.		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>	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.	additional priority in article 23 in line 383f.
Article 22(3), point (a), second subparagraph					
357	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. The Commission shall adopt implementing acts specifying the reference water levels referred to in the previous subparagraph per river basin. Those		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. The Commission shall adopt implementing acts, <i>to be elaborated in close cooperation with such Member States and, if applicable, in consultation</i>	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 the Member States concerned in accordance with Article 172 TFEU , the Commission shall adopt implementing acts, to be	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 the Member States concerned in accordance with Article 172 TFEU, the Commission shall adopt implementing acts, to be

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	implementing acts shall be adopted in accordance with the examination procedure referred to in Article 59(3).		<i>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</i> river basin <i>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).	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.	elaborated in close cooperation with such Member States and <u>in consultation with the European Coordinators concerned and</u> , 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 regulations adopted by the river navigation commissions set up by such conventions and agreements.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					B Compromise accepted by the EP.
Article 22(3), point (a), 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 EP accepts Council GA. EP position integrated in line 357.
Article 22(3), point (b)					
359	(b) Member States shall publish on a website accessible to the public the number of days per year as			(b) Member States shall publish on a website accessible to the public the number of days per year as	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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;			referred to under ~~in~~ 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;	
	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/EC¹, 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			(d) rivers, canals, lakes and lagoons and lakes are equipped with RIS for all services according to Directive 2005/44/EC¹, 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	B EP accepts Council position.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p.152).			harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p.152).	
Article 22(3), point (da)					
361a				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	4. Upon request of a Member State, in duly justified cases, exemptions from the ~~minimum~~ requirements referred to in ~~paragraph (3), point (a),~~ <u>paragraphs 2 and (3)</u> 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, <u>or significant</u> ~~or potential~~ negative impacts on environment ~~or~~ biodiversity, ~~or on~~ <u>or</u> cultural heritage. Any such request shall be substantiated with sufficient justification. The

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	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. C PRES. compromise proposal accepted by the EP:.
Article 22(3), point (db)					
G 361b				The Commission shall assess the request in view of the justification provided under the first subparagraph. The Commission shall take	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				duly into account the opinion(s) of the neighbouring Member State(s) concerned.	
Article 22(3), point (dc)					
G 361c				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
Article 22(3), point (dd)					
G 361d				The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 22(3), point (de)					
361e				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C
Article 22(4), first subparagraph					
362	4. At the request of a Member State, in duly			4. At the request of a Member State, in duly	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.			~~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.	C
Article 22(4), second subparagraph					
363	Deterioration of the minimum 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.			Deterioration of the minimum 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.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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.
Article 22(4), fourth subparagraph					
365	Any request for exemption shall be coordinated and agreed with the neighbouring Member State(s) where applicable.			Any request for exemption shall be coordinated and agreed with the neighbouring Member State(s) where applicable.	C - see also line 361a.
Article 22(4), fourth subparagraph a					
365a				4a. In case of force majeure, Member States shall rehabilitate the navigability conditions to the previous status as soon as the situation	B - see also line 364.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				allows for it.	
Article 22(5), first subparagraph					
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 basinguidelines ensuring a coherent approach on the application of the good navigation status in the Union. These requirements ~~may be related~~ guidelines may cover in particular to:	C EP accepts Council position.
Article 22(5), first subparagraph, point (a)					
367	(a) complementary parameters for waterways specific for free flowing rivers;			(a) complementary parameters for waterways specific for free flowing rivers;	(a) ~~complementary~~ specific parameters for ~~waterways~~ specific for free flowing rivers;
Article 22(5), first subparagraph, point (b)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
368	(b) specifications for inland waterway infrastructure;			~~(b)~~ (aa) specifications for inland waterway infrastructure complementary parameters for navigable width of channel;	B
Article 22(5), first subparagraph, point (c)					
369	(c) specifications for infrastructure of inland ports;			~~(e)~~ (b) specifications for infrastructure of inland ports;	B
Article 22(5), first subparagraph, point (d)					
370	(d) appropriate mooring places and services for commercial users;			~~(d)~~ (c) appropriate mooring places and services for commercial users;	B
Article 22(5), first subparagraph, point (e)					
371	(e) deployment of alternative energy infrastructure to ensure corridor-wide access to alternative fuels;		(e) deployment of alternative energy infrastructure to ensure corridor-wide access to alternative fuels <i>in compliance with the requirements of Regulation (EU) [...] [on</i>	(e) deployment of alternative energy infrastructure to ensure corridor-wide access to alternative fuels;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>the deployment of alternative fuels infrastructure</i> ;		
Article 22(5), first subparagraph, point (f)					
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
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 innovation for zero-carbon energy fuels and propulsion systems.		(h) introduction and promotion of new technologies and innovation for ~~zero-carbon~~ zero- and low-carbon energy fuels and propulsion systems.	(h) introduction and promotion of new technologies and innovation for zero-carbon energy fuels and propulsion systems.	(h) introduction and promotion of new technologies and innovation for ~~zero-carbon~~ zero and low carbon energy fuels and propulsion systems.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					B PRES. compromise agreed with the EP.
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
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 interoperability between river basins is not compromised.		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 <i>corridors or</i> river basins is not <i>unduly</i> compromised.	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 This line is considered in GA line 366. EP approved this line.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 waterways and for creating new waterways, in order to meet market demands;			(a) where appropriate, achieving higher standards for modernising existing waterways and for creating new waterways, in order to meet market demands;	
Article 23, first paragraph, point (b)					
380					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(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;	B - See also following line 381a.
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.
Article 23, first paragraph, point (d)					
382					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(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
Article 23, first paragraph, point (e)					
G 383	(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, in accordance with the applicable requirements under Union law or relevant international agreements.		(e) promoting and developing measures to improve the environmental performance of inland waterway transport and transport infrastructure, including zero and low emission vessels using alternative and renewable fuels, as well as alternative, lower-impact vessels and measures to mitigate impacts on water bodies and water-dependent biodiversity, in accordance with the applicable requirements under Union law or relevant	(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, in accordance with the applicable requirements under Union law or relevant international agreements;;	B EP accepts Council GA and a recital to include the EP's reference to vessels powered by alternative and renewable fuels as part of Zero and low emission vessels could be added.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			international agreements.		
Article 23, first paragraph, point (ea)					
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			(ea) developing and deploying means to monitor fairway conditions;		B EP AM falls. Covered by line 383 f.
Article 23, first paragraph, point (ec)					
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 EP accepts Council GA.
Article 23, first paragraph, point (ed)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
G	383d		<i>(eb) providing active modes infrastructure alongside waterways</i>		B - See also Council amendment on previous line. EP drops AM, covered by the line above.
Article 23, first paragraph, point (ee)					
G	383e			(h) promoting actions to prevent deterioration of the waterway requirements.	~~(h)~~ (ee) promoting actions to prevent deterioration of the waterway requirements, <u>including means to monitor fairway conditions;</u> B
Article 23, first paragraph, point (ef)					
Y	383f				<u>(f) Where appropriate, improving the navigation conditions along the inland waterways in the construction of new bridges, or in the renovation of non-openable bridges by paying particular attention to</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>their height clearance in relation to the existing bridges of a specific waterway section.</u>
Article 23, first paragraph, point (eg)					
G 383g			<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 Agreed with EP to include this AM in a recital.
Article 23, first paragraph, point (eh)					
Y 383h			<i>(ed) Member States shall ensure that any new inland waterway infrastructure avoids, where possible,</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>potential barrier to longitudinal and lateral connectivity of free-flowing rivers and biodiversity loss.</i>		
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 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		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	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~~	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 and through the development of maritime

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.		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.	~~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.~~	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. B
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	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				connectivity;	
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
Article 24(2), point (ba)					
G 389a				(c) the promotion of sustainable and resilient short-sea shipping links,	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 24(3)					
390	3. Maritime transport infrastructure referred to in point (a) of paragraph 2 shall comprise, in particular:			3. Maritime transport infrastructure referred to in point (a) of paragraph 2 shall comprise, in particular:	
Article 24(3), point (a)					
391	(a) maritime ports, including the infrastructure necessary for transport			(a) maritime ports, including the infrastructure necessary for transport	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	operations within the port area;			operations within the port area;	
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
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;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 24(3), point (g)				
G	397	(g) the connections of the ports to the trans-European transport network of the other modes of transport;		(g) the connections of the ports to the trans-European transport network of the other modes of transport;	B
	Article 24(3), point (h)				
G	398	(h) ICT systems for transport, including EMSWe and VTMISS;		(h) ICT systems for transport, including EMSWe and VTMISS;	
	Article 24(3), point (i)				
G	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
	Article 24(3), point (j)				
Y	400	(j) associated equipment, which may include, in particular, equipment for	(j) associated equipment, which may include, in particular, equipment for	(j) associated equipment, which may include, in particular, equipment for	(j) associated equipment, which may include, in particular, equipment for

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	traffic and cargo management, for the reduction of negative effects on the 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;		traffic and cargo management, for the reduction of negative effects on the 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;	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 capital dredging and protection of the port and port approaches;	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 ~~capital~~ dredging and protection of the port and port approaches; B
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.	(k) infrastructure facilitating port activities related to ~~offshore wind farms and renewable energy~~ <u>renewable energy, including offshore wind farms.</u>

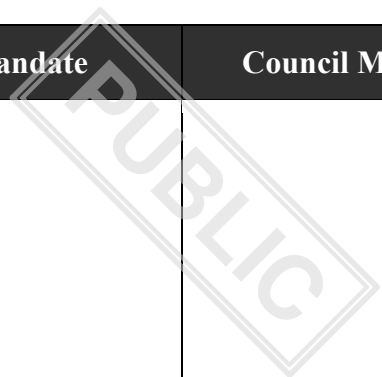
	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					B
Article 24(3), point (ka)					
401a			<i>(ka) dual-use infrastructure utilised for civilian and military purposes.</i>		C Reflected in Article 47a.
Article 24(4)					
402	4. A maritime port shall be part of the 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:~~	B
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			(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	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	available three-year average, based on the statistics published by Eurostat;			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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
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
Article 24(4), point (d)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement	
G	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.		G
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 B Presidency suggests keeping the GA. Linked with Article 58. Geostrategic relevance could be highlighted in recital 46: “Being the entry and exit points for the land infrastructure of the trans-European transport network, maritime ports play an	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					important geostrategic role as cross-border multimodal nodes which serve not only as transport hubs, but may also be gateways for trade, industrial clusters, military mobility and energy hubs. As highlighted in the RePowerEU plan adopted by the Commission, there is a need for diversification of energy supplies, and accelerated roll-out of renewable energy. Maritime ports can contribute to this goal through the deployment of off-shore wind installations, production of green hydrogen and transport and storage of liquefied natural gas. To strengthen synergies between the transport and energy sector in the



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					efforts to decarbonise the Union's economy, maritime ports could also play a role in transporting of carbon dioxide through pipelines or other modes of transport."
Article 25					
G 407	Article 25 Transport infrastructure requirements for the comprehensive network			Article 25 Transport infrastructure requirements for the comprehensive network	
Article 25(1)					
G 408	1. Member States shall ensure that:			1. Member States shall ensure that:	
Article 25(1), point (a)					
G 409	(a) alternative fuels infrastructure is deployed in maritime ports of the comprehensive network in full compliance with the			(a) alternative fuels infrastructure is deployed in maritime ports of the comprehensive network in full compliance with the	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	
Article 25(1), point (b)					
410	(b) maritime ports of 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; 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).			(b) maritime ports of the comprehensive 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; 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).	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 25(1), point (c)					
G	411	(c) VT MIS and SafeSeaNet are implemented in accordance with Directive 2002/59/EC;		(c) VT MIS and SafeSeaNet are implemented in accordance with Directive 2002/59/EC;	G
Article 25(1), point (d)					
G	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.	G
Article 25(2)					
G	413	2. Member States shall ensure that, by 31 December 2050:		2. Member States shall ensure that, by 31 December 2050:	G
Article 25(2), point (a)					
Y	414	(a) maritime ports of the comprehensive network will be connected with the rail and road infrastructure and, where possible, inland waterways, except where	(a) maritime ports of the comprehensive network will be connected with the rail and road infrastructure and, where possible, with inland waterways, ~~except~~	(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	C Y

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	specific geographic or significant physical constraints prevent such connection;		~~where specific geographic or significant physical constraints prevent such connection;~~	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;	
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>		C EP AM already considered in Article 63 on exemptions (line 789).
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		(b) any maritime port of the comprehensive network that serves freight traffic offers at least one multimodal freight terminal	(b) any maritime port of the comprehensive network that serves freight traffic offers at least one multimodal freight terminal	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	which is open to all operators and users in a non-discriminatory way and which applies transparent and non-discriminatory charges;		<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;	which is open to all operators and users in a non-discriminatory way and which applies transparent and non-discriminatory charges;	
Article 25(2), point (c)					
G	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)					
Y	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.	(d) maritime ports of the comprehensive network connected to inland waterways are equipped with ~~dedicated~~ handling capacity for inland waterway vessels.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 25(2), point (da)					
417a			<i>(da) Member States shall designate the entity responsible for the implementation of paragraph 2, points (a) and (b), based on each port's governance and existing rail network structure.</i>		C
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 Linked to line 414a.
Article 25(3)					
418	3. At the request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in			3. ~~At the~~ Upon a request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in	3. Upon ~~a~~ request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.			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 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.	the first subparagraph of paragraph (2), shall be granted by the Commission by means of implementing ~~acts~~^{act} on the ground of specific geographical or significant physical constraints ~~or~~, negative result of socio-economic cost-benefit analysis, <u>or significant</u> ~~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. C
Article 25(3a)					
Y	418a				Y

	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.	C
Article 25(3b)					
Y 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 may ask the Member State to supplement that information within thirty calendar days from the receipt of that information.	C
Article 25(3c)					
Y 418c				The Commission shall take a decision on the requested exemption no later than 6 months	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 25(3d)					
Y	418d			The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C
Article 26					
G	419	Article 26		Article 26	G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Transport infrastructure requirements for the core network			Transport infrastructure requirements for the core network	
Article 26(1)					
G 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).	G
Article 26(2)					
G 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.	G
Article 26(3)					
Y 422	3. At the request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in paragraph (2), may be			3. ~~At the~~ Upon request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in paragraph (2), ~~may~~ shall be	Y

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.			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.	granted by the Commission by means of implementing acts on the ground of specific geographical or significant physical constraints ~~or~~ ² negative result of socio-economic cost-benefit analysis, <u>or significant</u> ~~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. C
Article 26(3a)					
Y 422a				The Commission shall assess the request in view of the justification provided under the first	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				subparagraph.	
Article 26(3b)					
Y 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
Article 26(3c)					
Y 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	C

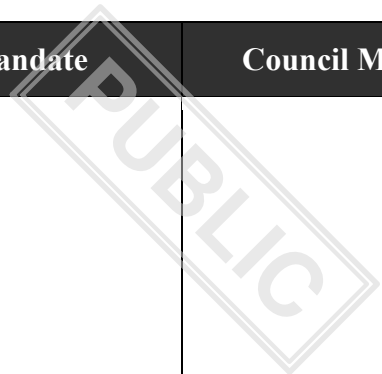
	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				information has been provided by the Member States concerned pursuant to the third subparagraph, no later than 4 months following the latest receipt of such information, whichever is the latest date. In the absence of an explicit decision by the Commission within such time-limits, the exemption shall be deemed to be granted.	
Article 26(3d)					
Y	422d			The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C
Article 27					
	Article 27 Additional priorities for maritime infrastructure development			Article 27 Additional priorities for maritime infrastructure development and the European Maritime	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Space	
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 following:			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
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;	(a) upgrading maritime access, such as breakwaters, sea channels, fairways, locks, ~~capital~~ 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,		(b) construction, maintenance or upgrading basic port infrastructure, such as internal basins, sustainable alternative	(b) construction or upgrading basic port infrastructure, such as internal basins, quay walls, berths, platforms , jetties,	(b) construction or upgrading basic port infrastructure, such as internal basins, <u>alternative fuels infrastructure</u> , quay

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	dykes, backfills and land reclamation;		<i>fuels infrastructure</i> , quay walls, berths, jetties, docks, dykes, backfills and land reclamation;	docks, dykes, backfills and land reclamation;	walls, berths, platforms, jetties, docks, dykes, backfills and land reclamation; B
Article 27, first paragraph, point (ba)					
426a				(ba) the improvement of the interconnection infrastructure, equipment and systems defined in Article 36;	(ba) the improvement of the ~~interconnection infrastructure~~ <u>infrastructure</u> <u>e interconnecting the different modes of transport, the</u> equipment and systems defined in Article 36; <u>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.</u> B
Article 27, first paragraph, point (bb)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
426b			<i>(ba) modernisation and expansion of the capacity of the rail infrastructure necessary for transport operations within, as well as outside, the port area;</i>		B
Article 27, first paragraph, point (c)					
427	(c) improvement of digitalisation and automation processes, in particular in view of an increased safety, security and sustainability;			(c) improvement of digitalisation and automation processes, in particular in view of an increased safety, security, efficiency and sustainability;	B
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
Article 27, first paragraph, point (e)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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
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 ~~or~~ and 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 or supply chain optimisation in accordance with the applicable requirements under Union law or relevant international agreements ~~-,~~ including the use of eco-incentives schemes;	(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~~ 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;



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					B Together with this, possible inclusion in Article 4, objectives, line 152, and Article 44: Line 614
Article 27, first paragraph, point (ga)					
431a				(h) actions referred to in points (b) and (c) of Article 24(2).	B
Article 27, first paragraph, point (gb)					
431b			(ga) promoting ferry transport as a sustainable mode of passenger transport, including in urban nodes, where applicable;		<u>(gb) promoting zero and low emission ferry transport as a sustainable mode of passenger transport;</u> B
Article 27, first paragraph, point (gc)					
431c			(gb) improving infrastructure with the aim		<u>(gc) actions aimed to increase the share of</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			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;		<u>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;</u> B
Article 27, first paragraph, point (gd)					
Y	431d		(gc) improving access to outermost and other remote, insular and peripheral regions.		<u>(gd) improving access to outermost and other remote, insular and peripheral regions.</u> B
SECTION 4					
G	432	SECTION 4 Road transport infrastructure		SECTION 4 Road transport infrastructure	
Article 28					
G	433				

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 28 Infrastructure components			Article 28 Infrastructure components	
	Article 28(1)				
G	434 1. Road transport infrastructure shall comprise, in particular:			1. Road transport infrastructure shall comprise, in particular:	G
	Article 28(1), point (a)				
G	435 (a) roads including:			(a) roads including:	G
	Article 28(1), point (a)(i)				
G	436 (i) bridges;			(i) bridges;	G
	Article 28(1), point (a)(ii)				
G	437 (ii) tunnels;			(ii) tunnels;	G
	Article 28(1), point (a)(iii)				
G	438 (iii) junctions;			(iii) junctions;	G
	Article 28(1), point (a)(iv)				
G	439				G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(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.
Article 28(1), point (a)(viii)					
443	(viii) weigh in motion systems;			(viii) weigh in motion systems;	B - See also line 446.
Article 28(1), point (a)(ix)					
444	(ix) infrastructure related to facilities for alternative fuels in full compliance with the requirements of			(ix) infrastructure related to facilities for alternative fuels in full compliance with the requirements of	B - See also line 450a.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			~~Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];~~	
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;	(x) infrastructure mitigating impact on environment, <u>including solutions for fauna preservation or noise mitigation;</u> B
Article 28(1), point (b)					
446	(b) associated equipment;			(b) associated equipment, including, weigh in motion systems;	B - see also line 443.
Article 28(1), point (c)					
447	(c) ICT systems for transport;			(c) digital infrastructure and ICT systems for transport;	B
Article 28(1), point (d)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement	
Y	448	(d) access routes and last mile connection to multimodal freight terminals;		(d) access routes ~~and last mile connection to~~ multimodal freight terminals;	B	Y
Article 28(1), point (e)						
G	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 EP accepts Council GA.	G
Article 28(1), point (f)						
Y	450	(f) bus terminals.		(f) bus terminals-;		Y
Article 28(1), point (fa)						
	450a			(g) infrastructure related to facilities for alternative fuels;	B - see also line 444.	
Article 28(1), point (fb)						
Y	450b		(fa) access routes and last mile connection to			Y

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>multimodal passenger hubs, including infrastructure for active modes.</i>		B EP AM to be considered under section 7 (urban nodes).
Article 28(1), point (fc)					
450c				(h) parking and rest areas, including safe and secure parking areas for commercial vehicles.	B - see also line 442.
Article 28(2)					
451	2. The roads referred to in 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.			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~~ centers and interconnect with other transport modes.	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 ~~centers~~ centres and interconnect with other transport modes. B
Article 28(3)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
G 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 secure parking areas for commercial vehicles.			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 secure parking areas for commercial vehicles.	G
Article 29					
G 453	Article 29 Transport infrastructure requirements for the comprehensive network			Article 29 Transport infrastructure requirements for the comprehensive network	G
Article 29(1)					
G 454	1. Member States shall ensure that:			1. Member States shall ensure that:	G
Article 29(1), point (a)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
G	455		(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 Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).	(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 management (OJ L 319, 29.11.2008, p. 59).	(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 ; <u>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).</u> ~~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)					
Y	456			(b) the roads are designed, built or upgraded and maintained with the highest level of safety of traffic through, in particular, the	(b) the roads are designed, built or upgraded and maintained with high ~~level~~ <u>of quality and</u> safety ~~of~~ <u>traffic standards</u> ;

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	technologies;			implementation of the latest technologies;	B
Article 29(1), point (c)					
Y 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 surfacesreduction measures and the collection, treatment and release of water run-off;	B Linked to line 457a. Possible inclusion in art 5 to be applied to all modes of transports.
Article 29(1), point (ca)					
Y 457a			(ca) the roads are designed, built or upgraded and maintained with the most resource-efficient and climate-proof materials;		B
Article 29(1), point (d)					
G 458	(d) road tunnels over 500 m in length comply with			(d) road tunnels over 500 m in length comply with	G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Directive 2004/54/EC of the European Parliament and of the Council¹; 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).			Directive 2004/54/EC of the European Parliament and of the Council¹; 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).	
Article 29(1), point (e)					
459	(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; 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			(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; 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	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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 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).			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 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	(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; ¹. Directive 1999/62/EC of the European Parliament and of the			(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; ¹. Directive 1999/62/EC of the European Parliament and of the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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).			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).	
Article 29(1), point (g)					
G 461	(g) any intelligent transport system on road transport infrastructure complies with Directive (EU) [...] on the framework for the deployment of Intelligent Transport Systems and is deployed in a manner consistent with delegated acts adopted under that Directive¹; 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 [...]).			(g) any intelligent transport system on road transport infrastructure complies with Directive (EU) [...] on the framework for the deployment of Intelligent Transport Systems and is deployed in a manner consistent with delegated acts adopted under that Directive¹; ¹; 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 [...]).	
Article 29(1), point (h)					
G 462	(h) alternative fuels			(h) alternative fuels	G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	infrastructure is deployed on the road network in full compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].			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].	A
Article 29(1), point (ha)					
462a			<i>1a. 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</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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>		
Article 29(2)					
463	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~~ meet the following requirements:	B
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, <i>as well as sufficiently maintained</i> , and:	(a) ~~the road is specially designed, built or upgraded for motor traffic and:~~	(a) <u>the road is specially designed, built or upgraded for motor traffic and:</u> C PRES. suggest reverting tot he COM original

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					proposal. Text Origin: Commission Proposal
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, <i>exceptionally</i> , by other means <i>guaranteeing the same level of safety</i> ;	(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
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
Article 29(2), point (a)(iii)					
467	(iii) does not serve properties bordering on it.			(iii) ~~does not serve properties bordering on it.~~	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 workforce;		(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 needs of a diverse workforce;	(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 workforce;	(b) rest areas are available at a maximum distance of 100 km from each other, providing <i>safe and</i> sufficient parking space, and appropriate facilities, including sanitary facilities, that meet the needs of a diverse workforce; C
Article 29(2), point (c)					
469	(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) 2020/1054 ¹ ;		(c) safe and secure parking areas are available, <i>by 31 December 2040</i> , 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)	(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;~~	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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).		2020/1054 ¹ ; 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).	~~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).~~	
Article 29(2), point (d)					
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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				exceeded the maximum authorised weights set out in Directive 96/53/EC.	
Article 29(2), point (da)					
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 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</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>systems, electronic exchange of documents on posting of drivers via the IMI system, as well as the incorporation</i>		
Article 29(3)					
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 road safety-related minimum universal traffic information as defined in Commission Delegated Regulation 886/2013¹. 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			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 road safety-related minimum universal traffic information as defined in Commission Delegated Regulation 886/2013¹:-: 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	c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	users(OJ L 247, 18.9.2013, p. 6).			users(OJ L 247, 18.9.2013, p. 6).	
Article 29(3a)					
471a				(a) for the existing infrastructure of the comprehensive network by 31 December 2030;	C
Article 29(3b)					
471b				(b) for the new infrastructure of the comprehensive network by 31 December 2050 or, in case the road section is completed before, by its date of completion.	C
Article 29(4)					
472	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		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	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	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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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 investments.		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 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.	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 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	10,000 vehicles per day in both directions, and/or on the ground of specific geographic or significant physical constraints ~~or~~ negative result of socio-economic cost-benefit analysis or <u>potential 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 remedial actions in accordance with Directive 2008/96/EC.</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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	Member States to its request. A Member State may request the granting of several exemptions in a single request. C
Article 29(4a)					
472a				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
Article 29(4b)					
472b				The Commission may ask	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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
Article 29(4c)					
Y 472c				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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 29(4d)					
472d				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C
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			1. Member States shall	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	ensure that the road infrastructure of the core network and extended core network complies with Article 29(1).			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 road infrastructure of the extended core network:	C
Article 30(1b)					
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	(i) ~~they provide~~ (a) <u>the road is specially designed, built or upgraded for motor traffic and:</u> <u>(i) provides</u> , except at special points or temporarily, separate carriageways for the two

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				equivalent level of safety; and	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
Article 30(1c)					
Y 474c				(ii) they do not cross at grade with any road, railway or tramway track, bicycle path or footpath	(ii) ~~they do~~ <u>does</u> not cross at grade with any road, railway or tramway track, bicycle path or footpath. C
Article 30(2)					
Y 475	2. 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), points (a), (c) and (d), by 31 December 2040.			2. 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), points (a), (c) and (d), by 31 December 2040. by 31 December	 C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				2040 complies with the following:	
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;	C
Article 30(2b)					
475b				(b) meets the requirements set out in Article 29(2)(d).	C
Article 30(3)					
476	3. Member States shall ensure that the road infrastructure of the core		3. Member States shall ensure that the road infrastructure of the core	3. Member States shall make all possible efforts to ensure that the road	3. Member States shall ~~make all possible efforts to~~ ensure the development of

	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), point (b), by 31 December 2030.		network and extended core network meets the requirements set out in Article 29(2), ~~point (b)~~ , points (b) and (c) by 31 December 2030.	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 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 with ~~meets~~ the requirements set out in Article 29(2), ~~point (b)~~, 8a(1) of Regulation (EC) No 561/2006 by 31 December ~~2030~~2040¹. Member States may focus on road sections with high intensity of freight traffic. 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	safe and secure parking areas ~~along the~~ ~~located on~~ roads of the core and extended core network, or within 3 km driving distance from the nearest exit of ~~of the~~ road of the trans-European ~~transport~~ network, with ~~a~~ ~~an~~ average maximum distance of 150 km between two such areas ~~on average~~, providing ~~a~~ sufficient parking space for commercial vehicles and complying with the requirements set out in Article 8a(1) of Regulation (EC) No 561/2006 by 31 December 2040¹. Member States may focus on road sections with high intensity of freight traffic. <i>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</i>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Regulation (EEC) No 3820/85 (Text with EEA relevance) (OJ L 102, 11.4.2006, p. 1–14)	<i>EEA relevance) (OJ L 102, 11.4.2006, p. 1–14)</i> C
Article 30(4)					
Y 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
Article 30(4a)					
Y 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
Article 30(4b)					
Y 477b				(b) for the new infrastructure of the core network by 31 December	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 30(5)					
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 ensured. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of		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~~ <i>these roads meet a high level of safety is ensured according to the infrastructure safety management directive</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), may~~ 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 significant physical constraints, ~~as long as an appropriate level of safety is ensured. Any or~~ negative result of socio-	5. Upon request of a Member State, in duly justified cases, exemptions from the ~~requirement~~ requirements set out in paragraphs 1a, and 2, ~~and 3~~ 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 ~~or,~~ negative result of socio-economic cost-benefit analysis or ~~potential~~ significant negative impacts on ~~the~~

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments.		<i>(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.	economic cost-benefit analysis or potential negative impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification. The request for exemptionexemptions 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 investmentscoordinated 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	environment or <u>on</u> biodiversity. Any such request shall be substantiated with sufficient justification <u>considering also that the infrastructures concerned are subject to road safety impact assessments, audits and inspections and, where necessary, to remedial actions in accordance with Directive 2008/96/EC</u> . The request for exemptions shall be coordinated with the neighbouring Member State(s) ~~where applicable.~~ <u>Thein case of cross-border sections.</u> Neighbouring Member ~~State(s)~~ <u>States</u> may provide an opinion to the Member State requesting the exemption. The Member State shall attach the ~~opinion(s) of the~~ <u>opinions of</u> neighbouring Member ~~State(s)~~ <u>States</u> to its request. A Member State may request the granting of several exemptions in a single request.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Member State may request the granting of several exemptions in a single request.	B
Article 30(5a)					
Y 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 Y
Article 30(5b)					
Y 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 first subparagraph. If the Commission considers that the information provided is insufficient, it may ask the Member	B Y

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				State to supplement that information within thirty calendar days from the receipt of that information.	
Article 30(5c)					
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 time-limits, the exemption shall be deemed to be granted.	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 30(5d)				
Y	478d			The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	B
	Article 31				
G	479	Article 31 Additional priorities for road infrastructure development		Article 31 Additional priorities for road infrastructure development	
	Article 31, first paragraph				
G	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)				
Y	481	(a) improvement and	(a) improvement and	(a) improvement and	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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;		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, <i>and ensuring proper enforcement, also cross-border, of the related legislation;</i>	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;	
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 road transport legal framework, including smart		(c) introduction of innovative, <i>including digital</i> technologies to improve the control of compliance with the Union road transport legal	(c) improvement of digitalisation and automation processes, introduction of innovative technologies to improve the control of compliance with	B Already considered in line 596a.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	and automated enforcement tools and 5G communication infrastructure;		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> ;	the Union road transport legal framework, including smart and automated enforcement tools and 5G communication infrastructure;	
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
Article 31, first paragraph, point (da)					
484a				(e) development of safe and secure parking areas providing a sufficient parking space for commercial vehicles and	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				complying with the requirements set out in Article 8a(1) of Regulation (EC) No 561/2006¹ on the comprehensive network. 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).	
SECTION 5					
G 485	SECTION 5 Air transport infrastructure			SECTION 5 Air transport infrastructure	G
Article 32					
G 486	Article 32 Infrastructure components			Article 32 Infrastructure components	G
Article 32(1)					
G 487					G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. Air transport infrastructure shall comprise, in particular:			1. Air transport infrastructure shall comprise, in particular:	
	Article 32(1), point (a)				
G 488	(a) air space, routes and airways;			(a) air space, routes and airways;	G
	Article 32(1), point (b)				
G 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 ;	G B - See also line 494a.
	Article 32(1), point (c)				
G 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;	G
	Article 32(1), point (d)				
G 491	(d) ATM/ANS Systems			(d) ATM/ANS Systems	G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	and associated equipment, including space-based equipment;			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
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)					
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-;	G
Article 32(1), point (ga)					
G 494a				(h) spaceports.	G B - See also line 489.
Article 32(2)					
G 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:	G B
Article 32(2), point (a)					
G 496	(a) for cargo airports, the total annual cargo volume is at least 0.2% of the total annual cargo volume of all airports of the Union;			(a) for cargo airports, the total annual cargo volume is at least 0.2% of the total annual cargo volume of all airports of the Union;	G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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.	
Article 33					
499					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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)				
Y	500 1. Member States shall ensure that:			1. Member States shall ensure that:	Y
	Article 33(1), point (a)				
Y	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 Annex II, by railway, metro, light rail or trams, by 31 December 2030/2040,	(a) the airports of the ~~core~~ <u>trans-European transport</u> network with a total annual passenger traffic volume of more than ~~four~~ <u>12</u> million passengers are connected to the trans-European railway network, <u>including the high-speed railway network where possible, allowing long distance services by 31 December 2040, except where specific geographic or significant physical constraints prevent such connections.</u> <u>(aa) the airports of the</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				except where specific geographic or significant physical constraints prevent such connections;	<u>trans-European transport network with a total annual passenger traffic volume of more than 4 million and less than 12 million passengers are connected to the trans-European railway network and ~~and to corresponding urban nodes~~, in case the airport is located in or in the vicinity of an urban node, to that urban node as set out in Annex H</u> , by railway, metro, light ~~rail or trams~~ <u>railtrams, cable car or, exceptionally, other zero emission public transport solutions</u> , by 31 December ~~2040~~ <u>2050</u> . except where specific geographic or significant physical constraints prevent such connections ~~.~~
Article 33(1), point (b)					
502	(b) the airports of the comprehensive network			(b) ~~the airports of the comprehensive network~~	

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	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;			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;	Linked with previous line.
Article 33(1), point (c)					
503	(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;			(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 in accordance with Directive (EC) No 2009/12¹; 1. Directive 2009/12/EC of the European Parliament and of the Council of 11 March 2009	(c) any airport ~~located on their territory~~ <u>of the trans-European transport network</u> 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~~; ~~1. Directive 2009/12/EC of the~~

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				on airport charges (OJ L 70, 14.3.2009, p. 11).	<i>European Parliament and of the Council of 11 March 2009 on airport charges (OJ L 70, 14.3.2009, p. 11).</i> B
Article 33(1), point (d)					
504	(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; ¹ 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).			(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 Council¹², apply to the air transport infrastructure; ~~¹ 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).~~ 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,	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				9.4.2008, p. 72).	
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;	
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			(f) alternative fuels infrastructure is deployed in airports in full compliance with the requirements as defined in Regulation (EU) [...] [on the deployment of	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	infrastructure];			alternative fuels infrastructure];	
Article 33(1), point (g)					
507	(g) air transport infrastructure provides for pre-conditioned air supply to stationary aircraft.		(g) air transport infrastructure <i>with a total annual passenger traffic volume of more than four million passengers</i> 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 network and 31 December 2040 for airports of the comprehensive network.	C
Article 33(1), new subparagraph					
507a					<u><i>The total annual passenger volume referred to in points (a), (aa) and</i></u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>(g), of this paragraph shall be based on the latest available three-year average at the date of entry into force of this Regulation, based on the statistics published by Eurostat.</u>
Article 33(2)					
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).~~ 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	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) and (aa) 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 significant ~~or potential~~ negative impacts on environment or

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				specific geographic or significant physical constraints, including the non-existence of a railway system on the territory potential negative impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification. Member ~~State~~ <u>States</u> may request the granting of several exemptions in a single request.	biodiversity. Any such request shall be substantiated with sufficient justification. Member ~~State~~ <u>States</u> may request the granting of several exemptions in a single request.
	Article 33(2a)				
Y	508a			The Commission shall assess the request in view of the justification provided under the first subparagraph.	C
	Article 33(2b)				
Y	508b			The Commission may ask additional information to the Member State no later than thirty calendar days following the receipt of	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 33(2c)					
508c				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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				absence of an explicit decision by the Commission within such time-limits, the exemption shall be deemed to be granted.	
	Article 33(2d)				
Y	508d			The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C
	Article 34				
G	509	Article 34 Additional priorities for air transport infrastructure development		Article 34 Additional priorities for air transport infrastructure development	G
	Article 34, first paragraph				
G	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,		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,	G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	attention shall be given to the following:			attention shall be given to the following:	
Article 34, first paragraph, point (a)					
511	(a) increasing airport energy and operational efficiency;			(a) increasing airport 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
Article 34, first paragraph, point (c)					
513	(c) improvement of digitalisation and automation processes, in			(c) improvement of digitalisation and automation processes, in	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	particular in view of an increased safety and security;			particular in view of an increased safety and security;	
Article 34, first paragraph, point (d)					
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 (e)					
515	(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.		(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 <i>in accordance with Regulation (EU) [...] [on the deployment of</i>	(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.	(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- <u>and other alternative fuel infrastructure complying with Regulation (EU) [...]</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>alternative fuels infrastructure] and Regulation (EU) [...] [on ensuring a level playing field for sustainable air transport].</i>		<u>[on the deployment of alternative fuels infrastructure] and Regulation (EU) [...] [on ensuring a level playing field for sustainable air transport].</u> B
Article 34, first paragraph, point (ea)					
515a				(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.	(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, <u>where applicable</u> , to corresponding urban nodes, as set out in Annex II, by the railway, metro, light rail or trams. C
Article 34, first paragraph, point (eb)					
515b					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				(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.	B
SECTION 6					
G	516	SECTION 6 Infrastructure for multimodal freight terminals		SECTION 6 Infrastructure for multimodal freight terminals	G
Article 35					
G	517	Article 35 Identification of the multimodal freight terminals		Article 35 Identification of the multimodal freight terminals	Linked to line 542. G
Article 35(1)					
Y	518	1. The multimodal freight terminals of the trans-European transport network		1. The multimodal freight terminals of the trans-European transport network	B Y

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	are terminals that are:			are terminals that are open to all operators and users in a non-discriminatory way and are:	
Article 35(1), point (a)					
519	(a) located in the maritime ports of the trans-European transport network, as listed in Annex II;			(a) located in or adjacent to the maritime ports of the trans-European transport network, as listed in Annex II;	B
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
Article 35(1), point (ba)					
520a				(ba) located in the airports of the trans-European transport network, as listed in Annex II; or	B

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Article 35(1), point (c)					
G	521	(c) located within or in the vicinity of an urban node;		(c) located within or in the vicinity of an urban node;	G
Article 35(1), point (d)					
G	522	(d) classified as rail road terminals of the trans-European transport network, as listed in Annex II.		(d) classified as rail road terminals or terminals along the inland waterways of the trans-European transport network, as listed in Annex II.	B
Article 35(2)					
G	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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 35(3), first subparagraph					
Y	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 at least:	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 at least:	C
Article 35(3), first subparagraph, point (a)					
G	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, rail, air and water ;	(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~~ per mode of transport ;
Article 35(3), first subparagraph, point (b)					
G	526	(b) identify the existing multimodal freight terminals of the trans-European transport network on their territory, and assess the need for new		(b) identify the existing multimodal freight terminals of the trans-European transport network on their territory, and assess the need for new	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	multimodal freight terminals or additional transshipment capacity in existing terminals;			multimodal freight terminals or additional transshipment capacity in existing terminals;	
Article 35(3), first subparagraph, point (c)					
527	(c) analyse how to ensure 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.			(c) analyse how to ensure 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.	Member States shall consult shippers, transport ~~and~~ , logistics operators, <u>as well as other relevant stakeholders</u> which operate on their territory. They shall take into account the results of the consultation in their analysis.

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Article 35(3), second subparagraph a					
528a				Member States shall notify the results of the analysis to the Commission without delay.	B
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~~ In case the analysis under paragraph 3, Member States shall elaborate an action plan for the development of a multimodal freight terminal network and identifies 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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				and elaborate an action plan for the development of a multimodal freight terminal network, including locations where such needs have been 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
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
Article 35(5)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
530	5. A rail road terminal shall be part of the trans-European transport network and listed in Annexes I and II where at least one of the following conditions is met:			5. ~~A rail road terminal shall~~ In order to be part of the trans-European transport network and to be listed in ~~Annexes I and II~~ Annex II, a rail road terminal or a terminal along inland waterways shall meet at least one of the following conditions ~~is met~~ :	B
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			(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	

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	complying with point (a) in that NUTS 2 region,			complying with point (a) in that NUTS 2 region;	
Article 35(5), point (c)					
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
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;	

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Article 36, first paragraph, point (b)					
537	(b) equipment such as cranes, conveyors or other transshipment devices to move freight between different transport modes and for the positioning and storage of freight;			(b) equipment such as 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;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 36, first paragraph, point (e)					
G	540	(e) infrastructure related to facilities for alternative fuels.		(e) infrastructure related to facilities for alternative fuels.	A
Article 37					
G	541	Article 37 Transport infrastructure requirements		Article 37 Transport infrastructure requirements	
Article 37(1)					
Y	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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				waterways indicated in Annex I and listed in Annex II, meet the following requirements referred to in Article 35(1):	
	Article 37(1), point (a)				
Y	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, ~~unless not justified in socio-economic cost-benefit terms;~~	(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
	Article 37(1), point (b)				
Y	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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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
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 railside 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 railside camera systems;	(i) efficient terminal operations ~~such as, where relevant~~ which may include , photogates, terminal operation system, driver digital check-in/check-out, cameras or other sensors on transshipment equipment as well as railside camera systems; B
Article 37(1), point (c)(ii)					
547	(ii) the provision of information flows within a terminal and between the transport modes along the logistic chain and the		(ii) the provision of interoperable information flows within a terminal and between the transport modes along the logistic	(ii) the provision of information flows within a terminal and between the transport modes along the logistic chain and the	B EP accepts Council GA.

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	terminal.		chain and the terminal.	terminal able to exchange information with open and interoperable systems.	
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.~~	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 ~~37(1)~~ 37(1) which are connected to the rail network and which carry out vertical transshipment, <u>have enough transshipment capacity and</u> are able to handle the following types of craneable intermodal loading units: container, swap body or semi-trailer ~~suitable for intermodal transport.~~

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Article 37(3)					
549	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.			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.	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 37(1), which are connected to the <u>core or extended core</u> rail network, shall be able to accommodate <u>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</u> 740 m long trains by 31 December 2040.
Article 37(3a)					
549a					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				This paragraph shall not apply to multimodal freight terminals which are only connected to isolated rail networks.	C
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
Article 37(5)					
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 acts where investment in infrastructure cannot be		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 acts where investment in infrastructure cannot be	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 Commission by means of implementing acts ~~where~~	5. Upon request of a Member State, in duly justified cases, exemptions from the provisions under paragraphs 1 to 3 shall be granted by the Commission by means of implementing acts on the ground of specific geographical or

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	justified in socio-economic cost-benefit terms, in particular when the terminal is located in a spatially restricted area.		justified in socio-economic cost-benefit terms, in particular when the terminal is located in a spatially restricted area.	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.	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 <u>significant</u> 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. C
Article 37(5a)					
551a				The Commission shall assess the request in view of the justification provided under the first subparagraph.	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 37(5b)					
Y 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 Y
Article 37(5c)					
Y 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 been provided by the Member	C Y

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 37(5d)					
551d				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C
Article 38					
552	Article 38 Additional priorities for multimodal transport infrastructure development			Article 38 Additional priorities for multimodal transport infrastructure development	
Article 38, first paragraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 transport services			(c) developing a smooth flow of information enabling transport services	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	across the trans-European transport system;			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
Article 38, first paragraph, point (ea)					
558a				(f) extension and electrification of departure and arrival sidings, adjustments to	B

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					B
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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 39(1), point (b)					
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) 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 ~~and~~ bus terminals; <u>and</u> multimodal freight terminals; ~~ports or airports~~ ; B
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, including active mobility, light rail and other public transport infrastructure	(c) ~~first and last mile connections between and to these access points.~~	C
Article 39(2)					
565	2. The urban nodes of the trans-European transport network are listed in Annex II.			2. The cities at the centre of each urban nodes of the trans-European transport network are listed in Annex	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
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 ~~logistics platforms~~ multimodal freight terminals 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
Article 40, first paragraph, point (b)					
569	(b) by 31 December 2025:			(b) by 31 December ~~2025~~ 2027 :	(b) by 31 December 2027: Text Origin: Council Mandate
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		(i) adoption of a publicly accessible of a sustainable urban mobility plan (SUMP) in line with Annex V that includes notably	(i) ~~the~~ adoption of ~~a sustainable urban mobility plan (SUMP) in line with Annex V and monitoring of a SUMP for each~~	(i) the adoption and monitoring of a <u>sustainable urban mobility plan</u> ~~(SUMP)~~ SUMP for each urban node that includes

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	integrate the different modes of transport, to promote efficient zero-emission mobility including sustainable and zero-emission urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;		measures to integrate the different modes of transport, to <i>evaluate their affordability and accessibility for users to address mobility poverty</i> , to promote efficient ~~zero-emission~~ <i>zero- and low-emission</i> mobility including ~~sustainable and zero-emission~~ <i>active modes and public transport, as well as zero- and low-emission</i> urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;	urban node that includes ~~notably~~ inter alia measures to integrate the different modes of transport and shift towards sustainable 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~~ ;	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; <u>and where appropriate, to assess the user's accessibility to transport.</u> C
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,		(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~~ <i>accessibility and</i>	(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,~~	(ii) the collection and submission to the Commission of urban mobility ~~indicators, as defined in paragraph 2 of this Article, for each urban node~~ <u>data per urban node in the fields of sustainability, safety, and</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	as well as data on air and noise pollution. Thereafter these data shall be submitted every year;		<i>affordability of public and private</i> mobility service, <i>including for vulnerable road users and for people with reduced mobility</i> , as well as data on air and noise pollution. <i>Where possible, the data collected should be disaggregated on age, gender and disability</i> . Thereafter these data shall be submitted every year;	as well as data on air and noise pollution. Thereafter these data shall be submitted every year; indicators, as defined in paragraph 2 of this Article, for each urban node;	<u>accessibility according to the indicators and methodology referred to in paragraph 2 of this Article;</u> C
Article 40, first paragraph, point (b)(iia)					
571a			<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</i>		C EP AM could be included in additional priorities.

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			<i>and improving road safety, as well as real-time information on availability of alternative fuels infrastructure.</i>		
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>		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	(c) by 31 December 2030, the development of multimodal passenger hubs to facilitate first and last mile connections, <u>including the facilitation of access to public transport infrastructure and active mobility, and</u> which are equipped with at least one recharging station as defined in Article 2,

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				infrastructure] dedicated to serve buses and coaches;	point (~~43~~ 52), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] dedicated to serve buses and coaches; C Presidency proposes to revert back to the COM proposal. The rest of the line would be included in line 576.
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, including public transport and, where possible, EuroVelo infrastructures , 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
Article 40, first paragraph, point (c)(ii)					
574					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(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, and enabling single ticketing, where possible, when different operators are involved;	~~(ii) for passenger transport: ability for passengers to access information, book, pay their journeys and retrieve their tickets through multimodal digital mobility services;~~	C
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 ~~logistics platforms~~ multimodal freight terminals and facilities, and safe and secure truck parking areas;	~~(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
Article 40, first paragraph, point (c)(iv)					
576					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(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] dedicated to serve heavy-duty vehicles;		(iv) the development of multimodal passenger hubs to facilitate first and last mile connections which are equipped with at least one recharging and refuelling station 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;	(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] dedicated to serve heavy-duty vehicles;~~	(iv) C
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 to meet urban logistics needs and ensure last mile connections within or in the vicinity of the urban node ~~-, with the possibility for one terminal to serve more than one urban node, if capacity allows.~~	(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.	(d) by 31 December 2040, the development, ~~where economically viable~~ , <u>subject to a socio-economic cost-benefit analysis</u> 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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 40, first paragraph, point (da)					
577a				One multimodal freight terminal may serve several urban nodes and be located in the urban node itself or in its vicinity. Member States shall inform the Commission accordingly.	C
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
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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 40, second paragraph					
578	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).		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	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.	~~2.~~ The Commission ~~shall adopt~~ <u>shall adopt</u> , no later than one year after the entry into force of this Regulation an implementing act <u>(i) defining, in a limited number, the indicators related to transport sustainability and safety referred to to be used for data collection provided for</u> under paragraph 1(b). ~~Such implementing act shall also specify~~ <u>(ii) establishing a methodology for the collection and submission of data pursuant to that paragraph and specifying</u> individual deadlines for

	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).	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 implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3).	submitting ~~each~~ ~~indicator~~ <u>such data</u> . Those deadlines shall be set from 3 to 5 years. <u>The implementing act shall be prepared in close cooperation with Member States and their regional and local authorities and when doing so</u> ~~When setting up the detailed set of indicators~~ , the availability and accessibility of data at ~~regional and~~ local level, <u>as well as existing urban mobility plans</u> , shall be taken into consideration. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3). C
Article 40, second paragraph a					
578a				3. The Commission shall also establish, no later than one year after the	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				entry into force of this Regulation, an internet interface allowing the relevant authorities to submit the SUMP's and the indicators referred to in paragraph 1(b), and allowing the Member States to ensure that the SUMP's and the indicators have been submitted.	
Article 40, second paragraph b					
578b			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		<u>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 paragraph 1, point (b), sub-point (i).</u> c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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 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</i>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>acts with harmonised safety standards for cycling and pedestrian transport infrastructure.</i>		
Article 41					
579	Article 41 Additional priorities for urban nodes			Article 41 Additional priorities for urban nodes	
Article 41, first paragraph					
580	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, ~~attention shall be given to the following~~ urban nodes shall ensure:	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
Article 41, first paragraph, point (a)					
581	(a) seamless interconnection between the infrastructure of the trans-European transport network and the			(a) ~~seamless interconnection~~ first and last mile connections between and to the access points to the infrastructure	B

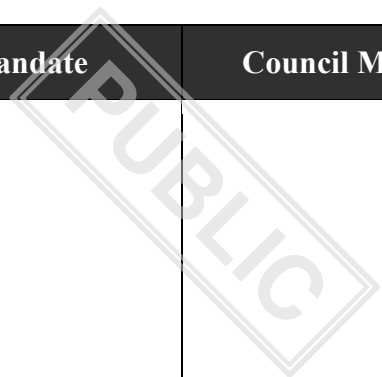
	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	infrastructure for regional and local transport;			of the trans-European transport network ~~and the infrastructure for regional and local transport~~ referred to in Article 39(1)(b), in order to increase the performance of the trans-European transport network, such as metros or tramways;	
Article 41, first paragraph, point (b)					
582	(b) mitigation of the exposure of urban areas to negative effects of transiting rail and road transport, which may include bypasses;		(b) mitigation of the exposure of urban areas to negative effects of transiting rail and road transport, ~~which may include bypasses~~ <i>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;</i>	(b) ~~mitigation~~ seamless 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~~	(b) seamless interconnection between the infrastructure of the 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 <u>in order to allow for optimised itineraries for vehicles in view of improving the management of traffic</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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;	<u>flows, road safety and reducing congestion and air pollution</u> , and for freight, urban 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
Article 41, first paragraph, point (ba)					
582a				(ba) sustainable, seamless and safe interconnection of passenger transport infrastructure between rail, road, the active modes of transport and, as appropriate, inland waterway, air, and maritime;	(ba) sustainable, seamless and safe interconnection of passenger transport infrastructure between rail, road, ~~the active modes of transport~~ and, as appropriate, inland waterway, air, and maritime, <u>including the integration of infrastructure for active modes, especially when building or upgrading transport infrastructure</u> ;

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					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
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 emission~~ zero-emission or sustainable transport and mobility, including greening urban fleets;	(c) ~~promotion of efficient and low-noise zero emission transport and mobility, including greening urban fleets~~ mitigation of the exposure of urban areas to negative effects of transiting rail and road transport;	B EP proposal covered in line 584.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 of active modes mobility, including greening urban fleets for passengers and freight;	B EP AM covered 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 modes and measures to orientate primarily the mobility of passengers in favour of these modes;	(e) <u>where appropriate,</u> increase of the modal share of public transport and of active modes ~~and~~ <u>through</u> measures to orientate primarily the mobility of passengers in favour of these modes ~~;~~ <u>including safe and secure infrastructure for active modes;</u> B

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Article 41, first paragraph, point (ea)					
585a				(f) promotion of efficient low-noise and low-carbon urban freight delivery.	B
Article 41, first paragraph, point (eb)					
585b			(ea) increase of accessibility and connectivity between urban and rural areas and unhindered access to smart, sustainable and affordable transport;		<u>(eb) where appropriate, increase of accessibility and connectivity between urban and rural areas and access to smart, sustainable and affordable transport;</u> B
Article 41, first paragraph, point (ec)					
585c			(eb) increase, where relevant, metro/light rail connections between bottleneck sections between two cross-border urban nodes.		B PRES proposes to not include specific examples as they are too specific.
Article 41, first paragraph, point (ed)					
585d					



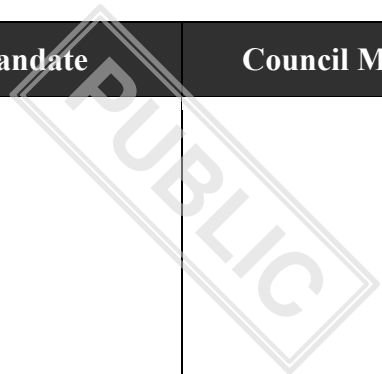
	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>(ed) the adoption of concrete measures fostering the wider deployment of information and communications technology (ICT) tools and intelligent transport systems (ITS), with open access to all operators, to allow 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.</u>
CHAPTER IV					
G 586	CHAPTER IV PROVISIONS FOR SMART AND RESILIENT TRANSPORT			CHAPTER IV PROVISIONS FOR SMART AND RESILIENT TRANSPORT	G
Article 42					
G 587	Article 42			Article 42	G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	ICT systems for transport			ICT systems for transport	
Article 42(1)					
588	1. ICT systems for transport shall be such as to enable capacity and traffic management and the exchange of information within and between transport modes for multimodal transport operations and value-added transport-related services, improvements in resilience, safety, security, congestion and operational and environmental performance, and simplified administrative procedures. ICT systems for transport shall also facilitate seamless connection between infrastructure and mobile assets.			1. ICT systems for transport shall be such as to enable capacity and traffic management and the exchange of information within and between transport modes, for multimodal transport operations and value-added transport-related services, improvements in resilience, safety, security, congestion and operational and environmental performance, and simplified administrative procedures. ICT systems for transport shall also facilitate seamless connection between infrastructure and mobile assets.	
Article 42(2)					
589	2. ICT systems for transport shall be deployed			2. The following ICT systems for transport shall	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	across the Union, in order to ensure the presence of a set of interoperable basic capabilities in all Member States.			be deployed in accordance with and within the limits of specific provisions laid down in Union law , across the Union, in order to ensure the presence of a set of interoperable basic capabilities in all Member States-:	B EP accepts Council GA. EP position concerning emerging ICTs is included in line 596a.
Article 42(3)					
590	3. The ICT systems for transport referred to in this Article shall include:			3. ~~The ICT systems for transport referred to in this Article shall include:~~ Incorporated into paragraph 2 above.	B
Article 42(3), point (a)					
591	(a) for railways: ERTMS, telematics applications for freight and passenger services as referred to in the Technical Specification for Interoperability, and other digitalisation improvements, in particular outputs from Shift2Rail and Europe's Rail Joint Undertaking;			(a) for railways: ERTMS, telematics applications for freight and passenger services as referred to in the Technical Specification for Interoperability, ~~and other digitalisation improvements,~~ in particular outputs from Shift2Rail and Europe's Rail Joint Undertaking;	B EP accepts the Council GA. Similar to line 589. Line 596a reflects compromise to emerging ICTs.

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(EMSWe);			(EMSWe);	
Article 42(3), point (e)					
595	(e) for air transport: ATM/ANS systems, in particular those resulting from the SESAR project;			(e) for air transport: ATM/ANS systems, in particular those resulting from the SESAR project;	
Article 42(3), point (f)					
596	(f) for multimodal transport: eFTI, the EU Mobility Data Space and frameworks facilitating business to business data exchange for supply chain transparency and optimisation.		~~(f) for multimodal transport: eFTI, the EU Mobility Data Space and frameworks facilitating business to business data exchange for supply chain transparency and optimisation.~~	(f) for multimodal transport: eFTI, the EU Mobility Data Space and frameworks facilitating business to business data exchange for supply chain transparency and optimisation.	B EP accepts Council GA. Reference to the EU Mobility Data Space is better placed in next line 596a.
Article 42(3), point (fa)					
596a			(fa) for SEDEA: all infrastructure upgrades necessary to enable real-time data exchange between commercial vehicles and enforcement authorities.		<u>(fa) Member States may also promote other ICT systems for transport, where relevant, in a coordinated and harmonised way on the trans-European transport network. These may</u>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>include digitalisation improvements for railways, the promotion of the EU Mobility Data Space and frameworks facilitating business to business data exchange, where established by the EU, for supply chain transparency and optimisation and appropriate ICT infrastructure allowing for smart enforcement based on the exchange of real-time data between economic operators and enforcement authorities necessary to check compliance with applicable regulatory requirements, including while vehicles are in motion.</u> C EP accepts PRES. compromise.
Article 43					
G 597	Article 43 Sustainable freight			Article 43 Sustainable freight	G

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement	
G	599	(a) improve sustainable use of transport infrastructure, including its efficient management;		(a) improve sustainable use of transport infrastructure, including its efficient management;		G
Article 43(1), point (b)						
G	600	(b) promote the deployment of innovative transport services, including short-sea shipping links, ICT systems for transport and the development of the ancillary infrastructure necessary to achieve mainly environmental and safety-related goals of those services, as well as the establishment of relevant governance structures;		(b) promote the deployment of innovative transport services, including short-sea shipping links in the framework of the European Maritime Space , ICT systems for transport and the development of the ancillary infrastructure necessary to achieve mainly environmental and safety-related goals of those services, ~~as well as the establishment of relevant governance structures;~~	A EP tentatively accepts the Council GA.	G
Article 43(1), point (c)						
G	601	(c) facilitate multimodal transport service		(c) facilitate multimodal transport service		G

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

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	to keep up with innovative technological developments and deployments, Member States shall aim in particular to:			to keep up with innovative technological developments and deployments, Member States the aim shall aim be in particular to:	to keep up with innovative technological developments and deployments, the ~~aim~~ <u>Commission and Member States</u> shall, <u>in a coordinated way, promote projects of common interests which aim</u> ~~be~~ in particular to: A
Article 44, first paragraph, point (a)					
607	(a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, vessels and aircraft and other innovative and sustainable transport and network technologies such as hyperloop;		(a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, vessels, <i>locomotives</i> and aircraft <i>powered by alternative and renewable fuels</i> and other innovative and sustainable transport and network technologies ~~such as hyperloop~~ ;	(a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, vessels and aircraft and other innovative and sustainable transport and network technologies ~~such as hyperloop~~ in harmonised and coordinated way ;	(a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, <u>trains</u> , vessels and ~~aircraft~~ <u>aircrafts powered by alternative fuels as defined in (reference to AFIR)</u> and other innovative and sustainable transport and network technologies ~~in harmonised and coordinated way~~ ; B
Article 44, first paragraph, point (aa)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
607a			<i>(aa) create appropriate conditions to promote and deploy sustainable emerging technologies like automated train operations, autonomous vehicles, passenger and freight drones in order to safeguard Union's leadership on those technologies and encourage private and public investments in the infrastructure needed for new modes of mobility, such as urban last mile drone operations, elevated cycle paths, maglev trains and hyperloop;</i>		<u><i>(aa) Promote sustainable emerging technologies to enhance and ease the transport and mobility of passengers and freight;</i></u> B A recital with some examples of emerging technologies to be added.
Article 44, first paragraph, point (b)					
608	(b) make possible the decarbonisation of all transport modes by stimulating energy efficiency, introduce zero and low emission solutions, including hydrogen and electricity supply systems,		(b) make possible the decarbonisation of all transport modes by stimulating energy efficiency, introduce zero-~~and low-emission-and low emission~~ solutions, including hydrogen,	(b) ~~make possible~~ enhance the decarbonisation of all transport modes by stimulating energy efficiency, introduce zero and low emission solutions, including hydrogen and electricity supply systems,	(b) enhance the decarbonisation of all transport modes by stimulating energy efficiency, introduce zero-<u>and low-emission</u>-~~and low emission~~ solutions; ~~including hydrogen and~~

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	as well as other new solutions such as sustainable fuels, and provide corresponding infrastructure. Such infrastructure may include grid access and other facilities necessary for the energy supply, may take account of the infrastructure-vehicle interface and may encompass ICT systems for transport. Transport infrastructure may serve as energy hub to serve different transport modes;		<i>biofuels</i> and electricity supply systems, as well as other new solutions such as sustainable fuels, and provide corresponding infrastructure. Such infrastructure may include <i>bi-directional</i> grid access, <i>wireless or inductive units without any connector, pipelines</i> and other facilities necessary for the energy supply, may take account of the infrastructure-vehicle interface and may encompass ICT systems for transport. Transport infrastructure may serve as energy hub to serve different transport modes <i>and stabilise the grid, while contributing to the deployment of sustainable energy solutions;</i>	as well as other new solutions such as sustainable fuels, and provide corresponding infrastructure, where possible through synergies with the TEN-E. Such infrastructure may include grid access and other facilities necessary for the energy supply, may take account of the infrastructure-vehicle interface and may encompass ICT systems for transport. Transport infrastructure may serve as energy hub to serve different transport modes; in order to connect local production of clean energy with zero emission mobility applications. Transport infrastructure may also contribute to the deployment of other technologies accelerating the decarbonisation of the economy.	~~electricity supply systems, as well as other new solutions such as sustainable fuels~~ <u>powered by alternative fuels as defined in (reference to AFIR)</u> , and provide corresponding infrastructure, where possible through synergies with the TEN-E. Such infrastructure may include grid access, <u>pipelines</u> and other facilities necessary for the energy supply, may take account of the infrastructure-vehicle interface, <u>including smart and bi-directional recharging</u> , and may encompass ICT systems for transport. Transport infrastructure may serve as energy hub to serve different transport modes, in order to connect local production of clean energy with ~~zero-emission~~ <u>zero-emission</u> mobility applications. Transport infrastructure may also contribute to the

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					deployment of other technologies accelerating the decarbonisation of the economy. B
Article 44, first paragraph, point (c)					
609	(c) support the take-up and deployment of new digital technologies, in particular promote connectivity infrastructure with uninterrupted coverage across the European Transport Corridors to ensure the highest level and performance of digital infrastructure and reach higher levels of automation;		(c) support the take-up and deployment of new digital technologies, in particular promote connectivity infrastructure with uninterrupted coverage across the European Transport Corridors to ensure the highest level and performance of digital infrastructure and reach higher levels of automation <i>particularly in the rail sector</i> ;	(c) support the take-up and deployment of new digital technologies, in particular promote data exchange and connectivity infrastructure with uninterrupted coverage across the ~~European Transport Corridors~~ network to ensure the highest level and performance of digital infrastructure and reach higher levels of automation;	(c) support the take-up and deployment of new digital technologies, in particular promote data exchange and connectivity infrastructure with uninterrupted coverage across the network to ensure the highest level and performance of digital infrastructure and reach higher levels of automation, <u>with special focus on the rail sector</u> ; B
Article 44, first paragraph, point (d)					
610	(d) improve the safety and sustainability of the			(d) improve the safety and sustainability of the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	movement of persons and of the transport of goods;			movement of persons and of the transport of goods;	
Article 44, first paragraph, point (e)					
611	(e) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through the development of multimodal digital mobility services and the development of infrastructure that allows for seamless multimodality, such as high-speed rail and city train/tram connection at airports;		(e) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through the development of multimodal digital mobility services, <i>the development of "Mobility as a Service" solutions, including in territories where exemptions from TEN-T technical requirements have been granted,</i> and the development of infrastructure that allows for seamless multimodality, such as high-speed rail, <i>night trains,</i> and city train/tram connection at airports;	(e) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through the development of multimodal digital mobility services ~~and the development of infrastructure that allows for seamless multimodality, such as high-speed rail and city train/tram connection at airports;~~	(e) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through the development of multimodal digital mobility services; <u><i>such as the development of "Mobility as a Service" solutions.</i></u> B PRES. proposes to add in a recital a reference to cases in which exemptions from TEN-T technical requirements have been granted.
Article 44, first paragraph, point (f)					
612	(f) promote efficient ways			(f) promote efficient ways	

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
614	(h) promote measures to reduce external costs, such as congestion, damage to health and pollution of any kind including noise and emissions;		(h) promote measures to reduce and internalise external costs, such as congestion, damage to health and pollution of any kind including noise and emissions;	(h) promote measures to reduce ~~external costs~~ negative externalities , such as congestion, damage to health and pollution of any kind including noise and emissions;	B EP accepts Council GA.
Article 44, first paragraph, point (i)					
615	(i) introduce security technology and compatible identification standards on the networks;			(i) introduce security technology ~~and compatible identification standards on the networks~~ ;	B EP accepts Council GA.
Article 44, first paragraph, point (j)					
616	(j) improve transport infrastructure resilience against disruptions and climate change through infrastructure upgrades and design and digital, cyber secure solutions aimed at the protection of the network in the context of natural and human-made disasters;			(j) improve transport infrastructure resilience against disruptions and climate change through infrastructure upgrades and design, as well as ~~and~~ digital, cyber secure solutions aimed at the protection of the network in the context of natural and human-made disasters;	A EP accepts Council GA.

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

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	transport system. When implementing projects of common interest, Member States shall take into consideration:		disruptions, <i>including by natural persons or undertakings from third countries</i> , affecting the functioning of the Union transport system. When implementing projects of common interest, Member States shall take into consideration:	climate change, natural hazards, human-made disasters, accidents and operational interruptions as well as intentional disruptions affecting the functioning of the Union transport system. ~~When implementing projects of common interest, Member States are taken into account. In particular, due consideration shall take into consideration be~~ given to:	<u>hybrid threats</u> , human-made disasters, accidents, and operational interruptions as well as intentional disruptions affecting the functioning of the Union transport system ~~are taken into account~~ . In particular, due consideration shall be given to: C
Article 46(1), point (a)					
622	(a) interdependencies, linkages and cascading effects with other networks such as telecommunication and electricity network;			(a) interdependencies, linkages and cascading effects with other networks such as telecommunication and electricity network;	
Article 46(1), point (b)					
623	(b) safety, security and performance in the presence of multiple hazards;			(b) safety, security and performance in the presence of multiple hazards;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 46(1), point (c)					
G 624	(c) structural infrastructure quality during its whole lifecycle, with particular attention to the future projected climate conditions;		(c) structural infrastructure quality during its whole lifecycle, with particular attention to the future projected climate <i>and environmental</i> conditions;	(c) structural infrastructure quality during its whole lifecycle, with particular attention to the future projected climate conditions;	(c) structural infrastructure quality during its whole lifecycle, with particular attention to the <u>environmental conditions and the</u> future projected climate conditions; B
Article 46(1), point (d)					
G 625	(d) civil protection needs to react to disruptions;		(d) civil protection needs to react to disruptions, <i>as well as for the transport of dangerous goods</i> ;	(d) civil protection needs to react to disruptions;	(d) civil protection needs to react to disruptions, <u>including those for the transport of dangerous goods</u> ; B
Article 46(1), point (e)					
Y 626	(e) cyber-security and resilience of infrastructure, with particular attention to cross-border infrastructure.		(e) cyber-security and resilience of infrastructure, with particular attention to <i>the participation or contribution by natural persons or undertaking</i>	(e) cyber-security and resilience of infrastructure, with particular attention to cross-border infrastructure.	C Presidency proposes to keep the GA. EP AM already considered in art

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>from third countries in strategic and</i> cross-border infrastructure.		47.
Article 46(2)					
627	2. Projects of common interest for which an environmental impact assessment must be carried out in compliance with Directive 2011/92/UE shall be subject to climate proofing. The climate proofing shall be undertaken based on the latest available best practice and guidance to ensure that transport infrastructures are resilient to the adverse impacts of climate change, through a climate vulnerability and risk assessment, including through relevant adaptation measures, and through integration of the costs of greenhouse gas emissions in the cost-benefit analysis. Such requirement does not apply to projects for which		2. Projects of common interest for which an environmental impact assessment must be carried out in compliance with Directive 2011/92/UE shall be subject to climate proofing. The climate proofing shall be undertaken based on the latest available best practice and guidance to ensure that transport infrastructures are resilient to the adverse impacts of climate change, through a climate vulnerability and risk assessment, including through relevant adaptation measures, and through integration of the <i>project life cycle</i> costs of greenhouse gas emissions in the cost-benefit analysis. Such requirement does not	2. Projects of common interest for which an environmental impact assessment must be carried out in compliance with Directive ~~2011/92/UE~~ 2011/92/EU shall be subject to climate proofing. The climate proofing shall be undertaken ~~based on~~ taking into account the latest available best practice and guidance to ensure that transport infrastructures are resilient to the adverse impacts of climate change, through a climate vulnerability and risk assessment, including through relevant adaptation measures, and through integration of the costs of greenhouse gas emissions in the cost-benefit analysis.	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the environmental impact assessment has been completed before entry into force of this Regulation.		apply to projects for which the environmental impact assessment has been completed before entry into force of this Regulation.	Without prejudice to the provisions laid down in other EU acts , such requirement does not apply to projects for which the procurement process of the environmental impact assessment has been ~~completed~~ initiated before entry into force of this Regulation.	

Article 46(2a)

627a			<i>2a. Member States shall establish “Green Lanes” for the continued functioning of supply chains, as well as essential travel along the trans-European transport network, in order to avoid possible shortages of essential goods and ensure the performance of the transport infrastructures in case of emergency, in strict cooperation with the Commission and European Coordinators.</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 46(2b)					
627b			<i>2b. By 31 December 2025, Member States shall carry out an assessment to identify, on their core and comprehensive network, all existing transport critical infrastructures, including in respect of all modes, and assess their resilience to climate change, through a climate and environmental vulnerability test and risk assessment. By 31 December 2029, Member States shall adopt all the adaptation measures required to update those infrastructures.</i>		<u>2b. By two years after the entry into force of the Regulation, the Commission, in close cooperation with the Member States concerned, shall carry out an assessment of the resilience and vulnerability of the core network to the consequences of climate change on which basis it may elaborate and make publicly available best practices on possible adaptation measures to ensure the resilience of the network.</u> C
Article 47					
628	Article 47 Risks to security or public order		Article 47 Risks to security ~~or~~ , public order <i>and strategic autonomy of the Union</i>	Article 47 Risks to security or public order	C
Article 47(1)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
629	1. Member States shall notify the Commission of any project of common interest in their territory with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country with a view to allow assessment of its impact on security or public order in the Union. This obligation shall not apply to foreign direct investments notified to the Commission and other Member States pursuant to Article 6(1) of Regulation (EU) 2019/452.		1. Member States shall notify the Commission of any project of common interest in their territory with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country with a view to allow assessment of its impact on security or public order in the Union and ensure fair competition in public procurement. This obligation shall not apply to foreign direct investments notified to the Commission and other Member States pursuant to Article 6(1) of Regulation (EU) 2019/452.	1. Member States shall ~~notify the Commission of any project of common interest in their territory with the participation of or contribution of any kind by a natural person of a third country or an~~ make all possible efforts to ensure that the trans-European transport network is protected against potential risks to security or public order arising from participations of or contributions of any undertaking of a third country with a view to allow assessment of its impact on security or public order in the Union. This obligation shall not apply to foreign direct investments notified to the Commission and other Member States pursuant to Article 6(1) of Regulation (EU) 2019/452.in a project of common interest.	1. Member States shall make all possible efforts to ensure that the <u>infrastructure of the</u> trans-European transport network is protected against <u>risks to security or public order, by assessing the</u> potential risks to security or public order arising from participations of or contributions of any <u>kind by an</u> undertaking of a third country in a project of common interest. C
Article 47(2), first subparagraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
630	2. Member States shall ensure that the information notified pursuant to paragraph 1 is made available at least twelve months before the final decision on the implementation of the project of common interest. The information shall in particular include:			2. Without prejudice to Regulation (EU) 2019/452, to each Member State shall ensure that the information notified pursuant to paragraph 1 is made available at least twelve months before the final decision on the implementation of the project of common interest. The information State having sole responsibility for its national security, as provided for in Article 4(2) TEU and to the right of each Member State to protect its essential security interests in accordance with Article 346 TFEU whenever a Member State considers that the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is likely to affect infrastructure on the trans-European transport network on grounds of	2. <i>Without prejudice to Regulation (EU) 2019/452, to each Member State having sole responsibility for its national security, as provided for in Article 4(2) TEU and to the right of each Member State to protect its essential security interests in accordance with Article 346 TFEU whenever a Member State considers that the participation of or <u>In determining whether the participation or the contribution of any kind by a natural person of a third country or an undertaking of a third country is likely to affect infrastructure on the trans-European transport network on grounds of security or public order, the Member State shall inform the Commission of any appropriate measures adopted to mitigate such risk. States may consider its potential effects, inter alia</u></i>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				security or public order, the Member State shall in particular include: inform the Commisison of any appropriate measures adopted to mitigate such risk.	<u>on:</u> C
Article 47(2), first subparagraph, point (a)					
631	(a) the ownership structure of the undertaking of a third country and where applicable of the undertaking in which the participation or contribution is planned, including information on the ultimate beneficial owner and participation in the capital;			(a) the ownership structure of the undertaking of a third country and where applicable of the undertaking in which the participation or contribution is planned, including information on the ultimate beneficial owner and participation in the capital;	(a) <u>supply of inputs essential for the building, operation and maintenance of the infrastructure;</u> C
Article 47(2), first subparagraph, point (b)					
632	(b) the approximate value of the participation of or contribution by a natural person of a third country or an undertaking of a third country in the project of common interest and the			(b) the approximate value of the participation of or contribution by a natural person of a third country or an undertaking of a third country in the project of common interest and the	(b) <u>access to sensitive information, including personal data, or the ability to control such information in conjunction with the building, operation and</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	description of the form and conditions of such participation or contribution;			description of the form and conditions of such participation or contribution;	<u>maintenance of the infrastructure.</u> C
Article 47(2), second subparagraph					
632a					<u>Member States may also take into account, in particular, the factors listed under Article 4(2) of Regulation (EU) 2019/452.</u>
Article 47(2), first subparagraph, point (c)					
633	(c) the products, services and business operations of the natural person of a third country or an undertaking of a third country and where applicable of the undertaking in which the participation or contribution is planned affecting the trans-European network;			(c) the products, services and business operations of the natural person of a third country or an undertaking of a third country and where applicable of the undertaking in which the participation or contribution is planned affecting the trans-European network;	C
Article 47(2), first subparagraph, point (d)					
634					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(d) the Member States in which the natural person of a third country or an undertaking of a third country and where applicable the undertaking in which the participation or contribution is planned conduct relevant business operations affecting the trans-European transport network;			(d) the Member States in which the natural person of a third country or an undertaking of a third country and where applicable the undertaking in which the participation or contribution is planned conduct relevant business operations affecting the trans-European transport network;	C
Article 47(2), first subparagraph, point (e)					
635	(e) the funding of the contribution or participation and its source, on the basis of the best information available to the Member State;			(e) the funding of the contribution or participation and its source, on the basis of the best information available to the Member State;	C
Article 47(2), first subparagraph, point (f)					
636	(f) the date when the participation is planned to take effect or the contribution is planned to be completed.			(f) the date when the participation is planned to take effect or the contribution is planned to be completed.	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 47(2), first subparagraph, point (fa)					
636a			<i>(fa) the conformity of the planned project of common interest with the requirements and standards under this Regulation.</i>		C
Article 47(2), second subparagraph					
637	In addition, Member States shall endeavour to provide any information, if available, relevant for the assessment undertaken by the Commission pursuant to points (a), (b) and (c) of the second subparagraph of paragraph 5.		In addition, Member States shall ~~endeavour to~~ provide any information, ~~if available~~ , relevant for the assessment undertaken by the Commission pursuant to points (a), (b) and (c) of the second subparagraph of paragraph 5.	~~In addition, Member States shall endeavour to provide any information, if available, relevant for the assessment undertaken by the Commission pursuant to points (a), (b) and (c) of the second subparagraph of paragraph 5.~~	C
Article 47(2), second subparagraph a					
637a			<i>2a. Where a Member State considers that a foreign direct investment undergoing screening in another Member State is likely to affect its security or public order, or has</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>information relevant for such screening, it may provide comments to the Member State undertaking that screening. The Member State providing comments shall simultaneously also send them to the Commission. The Commission shall notify the other Member States that comments have been provided.</i>		
Article 47(3), first subparagraph					
638	3. No later than thirty calendar days following the receipt of information pursuant to paragraph 1, the Commission may request additional information from the Member State where the project of common interest is planned. Any request for additional information shall be duly justified, limited to information necessary to carry out the assessment pursuant to paragraph 5,			3. No later than thirty calendar days following the receipt of information pursuant to paragraph 1, the Commission may request additional information from the Member State where the project of common interest is planned. Any request for additional information shall be duly justified, limited to information necessary to carry out the assessment pursuant to paragraph 5,	3. <u>Without prejudice to Regulation (EU) 2019/452, to each Member State having sole responsibility for its national security, as provided for in Article 4(2) TEU, and to the right of each Member State to protect its essential security interests in accordance with Article 346 TFEU, whenever a Member State considers that the participation or contribution of any kind by</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	proportionate to the purpose of the request and not unduly burdensome for the Member State where the project of common interest is planned.			proportionate to the purpose of the request and not unduly burdensome for the Member State where the project of common interest is planned.	<u><i>a natural person of a third country or an undertaking of a third country is likely to affect infrastructure on the trans-European transport network on grounds of security or public order, that Member State shall inform the European Commission of any appropriate measures adopted to mitigate such risk.</i></u> C
Article 47(3), second subparagraph					
639	The Member State where the project of common interest is planned shall ensure that the additional information requested by the Commission is made available to the Commission without undue delay.		The Member State where the project of common interest is planned shall ensure that the additional information requested by the Commission is made available to the Commission ~~without undue delay~~ <i>no later than three months after the request.</i>	The Member State where the project of common interest is planned shall ensure that the additional information requested by the Commission is made available to the Commission without undue delay.	C
Article 47(3), third subparagraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
640	The Member State where the project of common interest is planned may request the natural person of a third country or an undertaking of a third country to provide the information referred to in paragraph 2 and 3. The natural person of a third country or an undertaking of a third country concerned shall provide the information requested without undue delay.		The Member State where the project of common interest is planned may request the natural person of a third country or an undertaking of a third country to provide the information referred to in paragraph 2 and 3. The natural person of a third country or an undertaking of a third country concerned shall provide the information requested ~~without undue delay~~ no later than three months after the request. The Member State shall verify that the information provided by the natural person or undertaking of the third country is correct.	~~The Member State where the project of common interest is planned may request the natural person of a third country or an undertaking of a third country to provide the information referred to in paragraph 2 and 3. The natural person of a third country or an undertaking of a third country concerned shall provide the information requested without undue delay.~~	C
Article 47(4), first subparagraph					
641	4. Where the Commission considers that the participation of or contribution of any kind by		4. Where the Commission considers that the participation of or contribution of any kind by	4. Where the Commission considers that the participation of or contribution of any kind by	4. <u>This Article shall not apply to the participation or contribution in a project of common interest of a</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on the trans-European transport network on grounds of security or public order, or has relevant information in relation to that participation or contribution, or the project of common interest concerned, it may issue an opinion addressed to the Member State where the project of common interest is planned.		a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on the trans-European transport network on grounds of standardisation , security or public order, or has relevant information in relation to that participation or contribution, or the project of common interest concerned, it ~~may~~ shall issue ~~an opinion~~ a decision addressed to the Member State where the project of common interest is planned.	~~a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on the trans-European transport network on grounds of security or public order, or has relevant information in relation to that participation or contribution, or the project of common interest concerned, it may issue an opinion addressed to the Member State where the project of common interest is planned.~~	<u>natural person, including to natural persons performing, within an undertaking of a third country, for a certain period services for and under the direction of another person in return for which he receives remuneration.</u> C
Article 47(4), second subparagraph					
642	Critical infrastructure thereby means an asset, system or part thereof used for transport purposes and located in Member States which is essential for the maintenance of vital societal functions, health, safety, security, economic		Critical infrastructure thereby means an asset, system or part thereof used for transport purposes and located in Member States which is essential for the maintenance of vital societal functions, health, safety, security, defence ,	~~Critical infrastructure thereby means an asset, system or part thereof used for transport purposes and located in Member States which is essential for the maintenance of vital societal functions, health, safety, security, economic~~	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	or social well-being of people, and the disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions.		economic or social well-being of people, and the disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions.	~~or social well-being of people, and the disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions.~~	
Article 47(5), first subparagraph					
643	5. In determining whether the participation of a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on grounds of security or public order, the Commission may consider its potential effects on, inter alia on:		5. In determining whether the participation of a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on grounds of standardisation , security or public order, the Commission ~~may~~ shall consider its potential effects on, inter alia on:	5. ~~In determining whether the participation of a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on grounds of security or public order, the Commission may consider its potential effects on, inter alia on:~~	C
Article 47(5), first subparagraph, point (a)					
644	(a) critical infrastructure and facilities critical for the operation of such infrastructure, as well as land and real estate crucial			(a) ~~critical infrastructure and facilities critical for the operation of such infrastructure, as well as land and real estate crucial~~	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	for the use of such infrastructure;			for the use of such infrastructure;	
Article 47(5), first subparagraph, point (b)					
645	(b) technologies and dual use items as defined in point 1 of Article 2 of Regulation (EU) 2021/821¹ essential for the functioning of critical infrastructure; ¹. Regulation (EU) 2021/821 of the European Parliament and of the Council of 20 May 2021 setting up a Union regime for the control of exports, brokering, technical assistance, transit and transfer of dual-use items (recast) (OJ L 206, 11.6.2021, p. 1).			(b) technologies and dual use items as defined in point 1 of Article 2 of Regulation (EU) 2021/821¹ essential for the functioning of critical infrastructure; ¹. Regulation (EU) 2021/821 of the European Parliament and of the Council of 20 May 2021 setting up a Union regime for the control of exports, brokering, technical assistance, transit and transfer of dual use items (recast) (OJ L 206, 11.6.2021, p. 1).	C
Article 47(5), first subparagraph, point (c)					
646	(c) supply of inputs essential for the building, operation and maintenance of critical infrastructure;			(c) supply of inputs essential for the building, operation and maintenance of critical infrastructure;	C
Article 47(5), first subparagraph, point (d)					
647	(d) access to sensitive			(d) access to sensitive	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	information, including personal data, or the ability to control such information in conjunction with the building, operation and maintenance of critical infrastructure.			information, including personal data, or the ability to control such information in conjunction with the building, operation and maintenance of critical infrastructure.	C
Article 47(5), second subparagraph					
648	In determining whether a foreign participation or contribution is likely to affect security or public order, the Commission may also take into account, in particular:		In determining whether a foreign participation or contribution is likely to affect security or public order, the Commission <i>may</i> shall also take into account, in particular:	In determining whether a foreign participation or contribution is likely to affect security or public order, the Commission may also take into account, in particular:	C
Article 47(5), second subparagraph, point (a)					
649	(a) whether the third undertaking is directly or indirectly controlled by the government, including state bodies or armed forces, of a third country, including through ownership structure or significant funding;			(a) whether the third undertaking is directly or indirectly controlled by the government, including state bodies or armed forces, of a third country, including through ownership structure or significant funding;	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 47(5), second subparagraph, point (b)					
650	(b) whether the natural person of a third country or the third undertaking have already been involved in activities affecting security or public order in a Member State; or			(b) whether the natural person of a third country or the third undertaking have already been involved in activities affecting security or public order in a Member State; or	C
Article 47(5), second subparagraph, point (c)					
651	(c) whether there is a serious risk that the natural person of a third country or the third undertaking engage in illegal or criminal activities.			(c) whether there is a serious risk that the natural person of a third country or the third undertaking engage in illegal or criminal activities.	C
Article 47(6)					
652	6. The Commission may provide an opinion pursuant to paragraph 4 no later than three months following the receipt of information pursuant to paragraph 3. The opinion of the Commission shall be addressed to the Member		6. The Commission ~~may provide an opinion~~ shall issue a decision pursuant to paragraph 4 no later than three months following the receipt of information pursuant to paragraph 3. The ~~opinion~~ decision of the Commission shall be	6. The Commission ~~may provide an opinion~~ pursuant to paragraph 4 no later than three months following the receipt of information pursuant to paragraph 3. The opinion of the Commission shall be addressed to the Member	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	State where the project of common interest is planned and it shall be sent to the other Member States. In case the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is a foreign direct investment as defined in point 1 of Article 2 of Regulation (EU) 2019/452 not undergoing screening by the Member State where the foreign direct investment is planned or completed, the Commission shall issue such opinion, where justified, pursuant to Article 8 of Regulation (EU) 2019/452.		addressed to the Member State where the project of common interest is planned and it shall be sent to the other Member States. In case the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is a foreign direct investment as defined in point 1 of Article 2 of Regulation (EU) 2019/452 not undergoing screening by the Member State where the foreign direct investment is planned or completed, the Commission shall issue such ~~opinion~~ decision , where justified, pursuant to Article 8 of Regulation (EU) 2019/452.	~~State where the project of common interest is planned and it shall be sent to the other Member States. In case the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is a foreign direct investment as defined in point 1 of Article 2 of Regulation (EU) 2019/452 not undergoing screening by the Member State where the foreign direct investment is planned or completed, the Commission shall issue such opinion, where justified, pursuant to Article 8 of Regulation (EU) 2019/452.~~	
Article 47(7)					
653	7. The Member State in which the project of common interest is planned to be implemented by, or with the participation of or		7. The Member State in which the project of common interest is planned to be implemented by, or with the participation of or	7. ~~The Member State in which the project of common interest is planned to be implemented by, or with the participation of or~~	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	contribution of any kind by a natural person of a third country or an undertaking of a third country shall take utmost account of the Commission's opinion and provide an explanation to the Commission if its opinion is not followed, no later than three months following the issuance of the opinion.		contribution of any kind by a natural person of a third country or an undertaking of a third country shall take utmost account of the Commission's <i>opinion and provide an explanation to the Commission if its opinion is not followed, no later than three months following the issuance of the opinion</i> decision. <i>In case the Commission's decision states that the foreign participation or contribution is likely to affect security or public order, the Member State concerned shall prohibit the foreign participation in or contribution to the project.</i>	~~contribution of any kind by a natural person of a third country or an undertaking of a third country shall take utmost account of the Commission's opinion and provide an explanation to the Commission if its opinion is not followed, no later than three months following the issuance of the opinion.~~	
Article 47(8)					
654	8. Each Member State and the Commission shall establish a contact point for the implementation of this Article. Member States and the Commission shall			8. ~~Each Member State and the Commission shall establish a contact point for the implementation of this Article. Member States and the Commission shall~~	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	involve those contact points on all issues relating to the implementation of this Article.			~~involve those contact points on all issues relating to the implementation of this Article.~~	
Article 47(9)					
655	9. A secure and encrypted system shall be provided by the Commission to support direct cooperation and exchange of information between the contact points.			9. A secure and encrypted system shall be provided by the Commission to support direct cooperation and exchange of information between the contact points.	C
Article 47(10)					
656	10. Member States and the Commission shall ensure the protection of confidential information acquired in application of this article in accordance with Union and the respective national law.			10. Member States and the Commission shall ensure the protection of confidential information acquired in application of this article in accordance with Union and the respective national law.	C
Article 47(11)					
657	11. Member States and the Commission shall ensure that classified information			11. Member States and the Commission shall ensure that classified information	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	provided or exchanged under this article is not downgraded or declassified without the prior written consent of the originator.			~~provided or exchanged under this article is not downgraded or declassified without the prior written consent of the originator.~~	
Article 47(12)					
658	12. Any processing of personal data pursuant to this Article shall be carried out in accordance with Regulation (EU) 2016/679¹ and Regulation (EU) 2018/1725² and only in so far as it is necessary for the screening of the participation in, or contribution to, the relevant project of common interest and for ensuring the effectiveness of the cooperation provided for in this Article. Personal data related to the implementation of this Article shall be kept only for the time necessary to achieve the purposes for which they were collected. ¹. Regulation (EU) 2016/679 of			12. Any processing of personal data pursuant to this Article shall be carried out in accordance with Regulation (EU) 2016/679¹ and Regulation (EU) 2018/1725² and only in so far as it is necessary for the screening of the participation in, or contribution to, the relevant project of common interest and for ensuring the effectiveness of the cooperation provided for in this Article. Personal data related to the implementation of this Article shall be kept only for the time necessary to achieve the purposes for which they were collected. ¹. Regulation (EU) 2016/679 of	C

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	the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1). 2. Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).			the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1). 2. Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39).	
Article 47(12a)					
658a			Article 47a Military mobility		Article 47a Military mobility Council accepts EP AM.
Article 47(12b)					
658b			1. When constructing or upgrading infrastructure		12b. When constructing or upgrading

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			on the trans-European transport network, Member States shall assess the need, relevance and feasibility to go beyond the requirements set out in Chapter III, for the purpose of accommodating the weight, size or scale of military transport of troops and material.		<u>infrastructure on those parts of the trans-European transport network that overlap with the military transport network [defined in the joint Staff Working document on the updated Gap Analysis between the military requirements and the trans-European transport network requirements] Member States shall consider the need, relevance and feasibility to go beyond the requirements set out in Chapter III, for the purpose of accommodating the weight, size or scale of military transport of troops and material.</u> C PRES. compromise proposal accepted by the EP. Drafting to be clarified on the following: [defined in the joint Staff

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					Working document on the updated Gap Analysis between the military requirements and the trans-European transport network requirements].
Article 47(12c)					
G 658c			2. By ... [one year after the entry into force of this Regulation], the Commission shall carry out a study to identify possibilities for short-notice large-scale movements across the Union, including strategic routes, in view of improving the dual-use of the infrastructure of the trans-European transport network. The study shall provide elements for long-term infrastructure planning for dual use mobility purposes. In the course of that study, the		<u>12c. By ... [one year after the entry into force of this Regulation] and taking into account the constitutional requirements of Member States, the Commission shall carry out a study to identify possibilities for short-notice large-scale movements across the Union, including military mobility. In the course of that study, the Commission shall consult the Member States.</u> C Presidency compromise

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>Commission shall consult the Member States.</i>		agreed with the EP.
Article 48					
659	Article 48 Maintenance and project life cycle		Article 48 Maintenance and project life cycle	Article 48 Maintenance and project life cycle	
Article 48, first paragraph					
660	Member States shall ensure that:		Member States shall ensure that:	1. Without prejudice to the responsibility of the Member States regarding the planning of the maintenance of infrastructure and their competence regarding the management and the financing of the maintenance of infrastructure, and to the budgetary principle of annuality, where applicable, Member States shall ensure that make all possible efforts to ensure:	~~1.~~ Without prejudice to the responsibility of the Member States regarding the planning ~~of the maintenance of infrastructure and their competence regarding the~~ <u>financing, and</u> management ~~and the financing~~ of the maintenance of infrastructure, and to the budgetary principle of annuality, where applicable, Member States shall make all possible efforts to ensure: C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					PRES. compromise proposal agreed with the EP.
Article 48, first paragraph, point (a)					
661	(a) the infrastructure of the trans-European transport network is maintained in a way that it provides the same level of service and safety during its lifetime;		(a) the infrastructure of the trans-European transport network is maintained in a way that it provides the same level of service and safety during its lifetime, ensuring a forward-looking approach to maintenance work, which must be carried out to the very latest standards of user safety throughout the network. Maintenance works that result in a limitation or non-availability of rail infrastructure are managed according to the rules set out in Commission Delegated Decision (EU) 2017/2075;	(a) the infrastructure of the trans-European transport network is maintained in a way that it provides, during its lifetime, a high ~~the same~~ level of service and safety ~~during its lifetime~~ adapted to the traffic flow, and improving its resilience, and that preventive maintenance needs and estimated costs over the life-time of the trans-European transport infrastructure are taken into account in the planning phase of construction or upgrading;	(a) the infrastructure of the trans-European transport network is maintained in a way that it provides, during its lifetime, a high level of service and safety adapted to the traffic flow, and ~~improving its resilience,~~ ~~and~~ that preventive maintenance needs and estimated costs over the life-time of the ~~trans-European transport~~ infrastructure are taken into account in the planning phase of construction or upgrading <u>and improving its resilience;</u> C PRES. compromise proposal agreed with the EP.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 48, first paragraph, point (b)					
662	(b) long term maintenance plans including information on financing resources required to cover long-term maintenance costs of the existing and planned infrastructure are set up;			(b) long term maintenance plans including information on financing resources required to cover long term maintenance costs of the existing and planned planning for road and where relevant, for inland waterway infrastructure are set up;	C Covered by overall agreement on Art. 48.
Article 48, first paragraph, point (c)					
663	(c) maintenance needs and costs over the life-time of the infrastructure are taken into account in the planning phase of construction or upgrading;		(c) maintenance needs and costs over the life-time of the infrastructure are taken into account ~~in~~ from feasibility studies and the planning phase of construction or upgrading;	(c) ~~maintenance needs and costs over the life time of the infrastructure are taken into account in the planning phase of construction or upgrading;~~	C Covered by overall agreement on Art. 48.
Article 48, first paragraph, point (d)					
664	(d) in the case of railway infrastructure, consistency is ensured between the maintenance and renewal needs related to the			(d) ~~in the case of railway infrastructure, consistency is ensured between the maintenance and renewal needs~~ consistency between	C Covered by overall agreement on Art. 48.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	development of the trans-European network for transport and reflected in the indicative rail infrastructure development strategy referred to in Article 8(1) of Directive 2012/34/EU, the business plan of the infrastructure managers concerned referred to in Article 8(3) of Directive 2012/34/EU and the contractual agreement between the competent authority and the infrastructure manager referred to in Article 30 of Directive 2012/34/EU.			the maintenance and renewal needs in the case of railway infrastructure related to the development of the trans-European network for transport and ~~reflected in the indicative rail infrastructure development strategy referred to in Article 8(1) of Directive 2012/34/EU; the business plan of the infrastructure managers concerned referred to in Article 8(3) of Directive 2012/34/EU and the contractual agreement between the competent authority and the infrastructure manager referred to in Article 30 of Directive 2012/34/EU.~~	
Article 48, first paragraph, point (da)					
664a			<i>(da) compliance with paragraph 1, points (b) and (c) is a precondition for receiving funding from the CEF.</i>		C Covered by overall agreement on Art. 48.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 48, first paragraph, point (db)					
664b			<i>The Commission, in coordination with the European Coordinators, shall establish a core network monitoring plan on maintenance at European level. This monitoring plan should, among others, evaluate the compliance of Member States with the requirements set in paragraph 1, study the state of play of the maintenance on the core network and identify gaps in the quality requirements of infrastructure, especially in critical infrastructure. The Commission shall provide Member States with recommendations on targeted measures to improve the maintenance of the network. The Commission shall also present progress reports every two years.</i>		C Covered by overall agreement on Art. 48.

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Article 49					
G	665	Article 49 Accessibility for all users		Article 49 Accessibility for all users	G
Article 49, first paragraph					
Y	666	Transport infrastructure shall allow seamless mobility and accessibility for all users, in particular people in situations of vulnerability including persons with disabilities or reduced mobility as well as persons living in outermost regions and other remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas.	Transport infrastructure, <i>including services connected to it</i> , shall allow seamless mobility and accessibility for all users, in particular ~~people in situations of vulnerability~~ <i>including</i> persons with disabilities or reduced mobility, <i>older persons, as well as</i> persons living in outermost regions and other remote, rural, insular, peripheral and mountainous regions <i>and sparsely populated areas</i> , as well as ~~sparsely populated areas~~ <i>other people experiencing accessibility, connectivity, economic or other barriers to transport, thereby also contributing to the mitigation of transport poverty.</i>	Trans-European transport infrastructure shall allow seamless mobility and accessibility for all users, in particular ~~people in situations of vulnerability~~ <i>including</i> persons with disabilities or reduced mobility as well as persons living in outermost regions and other remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas.:	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 49, first paragraph a					
666a				- people in situations of vulnerability including persons with disabilities or reduced mobility; and	- people in situations of <u>transport poverty or</u> vulnerability including persons with disabilities or reduced mobility; and B Text Origin: Council Mandate
Article 49, first paragraph b					
666b				- people living in outermost regions and other remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas.	B
CHAPTER V					
667	CHAPTER V IMPLEMENTATION OF THE INSTRUMENTS OF EUROPEAN			CHAPTER V IMPLEMENTATION OF THE INSTRUMENTS OF EUROPEAN	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	TRANSPORT CORRIDORS AND HORIZONTAL PRIORITIES			TRANSPORT CORRIDORS AND HORIZONTAL PRIORITIES	
Article 50					
668	Article 50 The instrument of European Transport Corridors and horizontal priorities			Article 50 The instrument of European Transport Corridors and horizontal priorities	B
Article 50(1)					
669	1. European Transport Corridors are an instrument to facilitate the coordinated implementation of parts of the trans-European transport network and are intended, in particular, to improve cross-border links and to remove bottlenecks within the Union.		1. European Transport Corridors are an instrument to facilitate the coordinated implementation of parts of the trans-European transport network <i>located on the core and extended core network</i> and are intended, in particular, to improve cross-border links ~~and~~ to remove bottlenecks within the Union, <i>and to improve connections with neighbouring countries.</i>	1. European Transport Corridors are an instrument to facilitate the coordinated implementation of the parts of the core and extended core of the trans-European transport network and are intended, in particular, to improve cross-border links, to complete missing links and to remove bottlenecks within the Union.	1. European Transport Corridors are an instrument to facilitate the coordinated implementation of the parts of the core and extended core of the trans-European transport network and are intended, in particular, to improve cross-border links, to complete missing links and to remove bottlenecks within the Union <u>and, where appropriate, to improve connections with the trans-European transport network of</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>neighbouring countries.</u> B
Article 50(2)					
670	2. In order to lead to resource-efficient multimodal transport and to contribute to cohesion through improved territorial cooperation, the European Transport Corridors shall be focused on:			2. In order to lead to resource-efficient multimodal transport and to contribute to cohesion through improved territorial cooperation, the European Transport Corridors shall be focused on:	
Article 50(2), point (a)					
671	(a) modal integration with a particular view to strengthen the most environmentally friendly transport modes, notably rail, inland waterways and short-sea shipping;			(a) modal integration with a particular view to strengthen the most environmentally friendly transport modes, notably rail, inland waterways and short-sea shipping;	
Article 50(2), point (b)					
672	(b) interoperability;		(b) interoperability, <i>continuity and accessibility</i>	(b) interoperability;	(b) interoperability <u>and continuity of the network</u> ;

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>of the network;</i>		B
Article 50(2), point (c)					
673	(c) a coordinated development of infrastructure, in particular in cross-border sections, notably in view of developing a fully interoperable rail freight system as well as a long-distance rail passenger network at high speed across the Union;		(c) a coordinated development of infrastructure, in particular in cross-border sections, notably in view of developing a fully interoperable rail freight system as well as a long-distance rail passenger network at high speed, <i>as well as a fully interoperable inland waterways transport system-across the Union;</i>	(c) a coordinated development of infrastructure, in particular in cross-border sections, notably in view of developing a ~~fully~~ an interoperable rail freight system as well as a performant long-distance rail passenger network, including at high speed, across the Union;	(c) a coordinated development of infrastructure <u>for all transport modes</u> , in particular in cross-border sections, notably in view of developing an interoperable rail freight system as well as a performant long-distance rail passenger network, including at high speed, across the Union, <u>as well as in view of ensuring an efficient and sustainable integration of inland waterway and maritime infrastructure with other modes of transport</u> ;
Article 50(2), point (d)					
674	(d) supporting the			(d) supporting the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	coordinated and integrated development and deployment of innovative solutions for the digitalisation of transport.			coordinated and integrated development and deployment of innovative solutions for the digitalisation and interoperability of transport-;	B EP accepts the Council GA.
Article 50(2), point (da)					
674a				(e) promoting the deployment of alternative fuels infrastructure.	B Identical AMs on lines 674a and 674b. Provisionally agreed.
Article 50(2), point (db)					
674b			(da) promoting the deployment of alternative fuels infrastructure.		B EP AM falls since identical with line 674a.
Article 50(3)					
675	3. European Transport Corridors shall enable Member States to achieve a		3. European Transport Corridors shall enable Member States and	3. European Transport Corridors shall enable Member States to achieve a	B Provisionally agreed

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	coordinated and synchronised approach with regard to investment in infrastructure.		<i>neighbouring countries</i> to achieve a coordinated and synchronised approach with regard to investment in infrastructure.	coordinated and synchronised approach with regard to investment in infrastructure.	compromise with the EP: Keep the GA on this line and insert a new article for the participation of neighbouring countries in the Corridors.
Article 50(4)					
676	4. The European Rail Traffic Management System (ERTMS) and the European Maritime Space are the horizontal priorities for the implementation of the trans-European transport network. They shall ensure the timely deployment of ERTMS on the entire network and the integration of maritime links into the trans-European transport network.		4. The European Rail Traffic Management System (ERTMS) and the European Maritime Space are the horizontal priorities for the implementation of the trans-European transport network. They shall ensure the timely deployment of ERTMS on the entire network and the integration of maritime <i>and inland waterway</i> links into the trans-European transport network.	4. The European Rail Traffic Management System (ERTMS) and the European Maritime Space are the two horizontal priorities for the implementation of the trans-European transport network. ~~They~~ The instruments set up in accordance with this Chapter shall ensure facilitate the timely deployment of ERTMS ~~on the entire network and the integration of maritime links~~ transport infrastructure and services into the trans-European transport network.	B EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 51					
677	Article 51 Coordination of European Transport Corridors and horizontal priorities			Article 51 Coordination of European Transport Corridors and horizontal priorities	
Article 51(1)					
678	1. In order to facilitate the coordinated implementation of the European Transport Corridors, of ERTMS and of the European Maritime Space, the Commission shall, in agreement with the Member States concerned, and after consulting the European Parliament and the Council, designate one European Coordinator for each Corridor and for each horizontal priority.			1. In order to facilitate the coordinated implementation of the European Transport Corridors, of ERTMS and of the European Maritime Space, the Commission shall, in agreement with the Member States concerned, and after consulting the European Parliament and the Council, designate one European Coordinator for each Corridor and for each horizontal priority.	1. In order to facilitate the coordinated implementation of the European Transport Corridors, of ERTMS and of the European Maritime Space, the Commission shall, in agreement with the Member States concerned, and after consulting the European Parliament and the Council <u>and, where appropriate, the neighbouring countries which are part of the European Transport Corridors</u> , designate one European Coordinator for each Corridor and for each horizontal priority.

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	6 and 7 are to be performed.			6 and 7 are to be performed.	
Article 51(4)					
681	4. The European Coordinator shall act in the name and on behalf of the Commission, which shall provide the necessary secretarial assistance.			4. The European Coordinator shall act in the name and on behalf of the Commission, which shall provide the necessary secretarial assistance.	
Article 51(5)					
682	5. The European Coordinators shall:			5. The European Coordinators shall:	
Article 51(5), point (a)					
683	(a) support the coordinated implementation of the European Transport Corridor or horizontal priority concerned;			(a) support the coordinated implementation of the European Transport Corridor or horizontal priority concerned;	
Article 51(5), point (b)					
684	(b) draw up a work plan together with the Member		(b) draw up a work plan together with the Member	(b) draw up a work plan together with the Member	(b) draw up a work plan together with the Member

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	States concerned and monitor its implementation in accordance with Article 53;		States concerned, <i>with the involvement of the neighbouring countries concerned</i> , and monitor its implementation in accordance with Article 53;	States concerned and monitor its implementation in accordance with Article 53;	States concerned and, <u>where relevant, in consultation with neighbouring countries which are part of the European Transport Corridors, and</u> monitor its implementation in accordance with Article 53;
	Article 51(5), point (c)				
685	(c) consult with the Corridor Forum or the consultative forum for the horizontal priorities respectively in relation to that work plan and its implementation and regularly inform the Forum on the implementation of the work plan;			(c) consult with the Corridor Forum or the consultative forum for the horizontal priorities respectively in relation to that work plan and its implementation and regularly inform the Forum on the implementation of the work plan;	
	Article 51(5), point (d)				
686	(d) report to the Member States, to the Commission and, as appropriate, to all other entities directly involved in the development of the		(d) report, <i>in due time</i> , to the Member States, <i>and the neighbouring countries concerned</i> , to the Commission, <i>to the Parliament</i> and, as	(d) report to the Member States, to the Commission and, as appropriate, to all other entities directly involved in the development of the	(d) report to the Member States, to the <u>neighbouring countries that are part of the European Transport Corridors, to the Commission, to the</u>

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

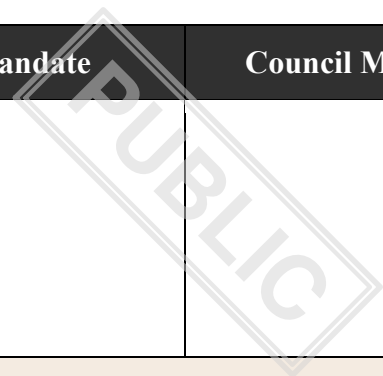
	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			implementation and propose solutions.	problems encountered in their implementation and ~~propose~~ may suggest potential solutions.	encountered in their implementation, <u>and suggests</u> ~~and may suggest~~ potential solutions. B
Article 51(6)					
688	6. The European Coordinators of the European Transport Corridors shall:			6. Without prejudice to the competences of the rail freight governance under Regulation (EU) 913/2010 and to the competence of the Member States with respect to management and financing of infrastructure, the European Coordinators of the European Transport Corridors shall:	6. Without prejudice to the competences of the rail freight governance under Regulation (EU) 913/2010 and to the competence of the Member States with respect to management and financing of infrastructure, the European Coordinators of the European Transport Corridors shall <u>cooperate closely with the Member States concerned and the rail freight governance in order to:</u> B
Article 51(6), point (a)					
689	(a) cooperate closely with		(a) cooperate closely with	(a) cooperate closely with	(a) ~~cooperate closely with~~

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the rail freight governance to identify and prioritise investment needs for rail freight on the rail freight lines of the European Transport Corridors;		the rail freight governance to identify and prioritise investment needs for rail freight on the rail freight lines of the European Transport Corridors <i>with the aim to develop a single integrated governance structure for the European Transport Corridors</i> ;	the rail freight governance and the Member States concerned to help to identify ~~and prioritise~~ priorities and investment needs for rail freight on the rail freight lines of the European Transport Corridors;	~~the rail freight governance and the Member States concerned to~~ help identify priorities and investment needs for rail freight on the rail freight lines of the European Transport Corridors <u>taking into account the benefits provided to the trans-European transport network and the overall completion dates as set out in this Regulation</u> ; C
Article 51(6), point (aa)					
689a			(aa) <i>facilitate contacts between the designated authorities, as set in the Smart TEN-T Directive, in the context of the permit-granting procedures for projects that concern two or more Member States</i> ;		B PRES. proposes to drop the EP AM here, and accept the reference to the Smart TEN-T Directive in Art. 52(6).
Article 51(6), point (ab)					
689b					

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				make recommendations in this regard.	
Article 51(7)					
691	7. The European Coordinators of the European Transport Corridors shall:			7. The European Coordinators of the European Transport Corridors shall:	
Article 51(7), point (a)					
692	(a) identify and prioritise investment needs for the rail passenger lines of the European Transport Corridors;		(a) identify and prioritise investment needs for the rail passenger <i>and freight</i> lines of the European Transport Corridors;	(a) cooperate closely with the Member States concerned in order to help identify ~~and prioritise~~ priorities and investment needs for the rail passenger lines of the European Transport Corridors;	C EP accepts the Council GA.
Article 51(7), point (b)					
693	(b) monitor administrative, operational and interoperability aspects of passenger traffic on the rail passenger lines of the European Transport		(b) monitor administrative, operational and interoperability aspects of passenger traffic on the rail passenger lines of the European Transport	(b) ~~monitor administrative, operational and interoperability aspects of passenger traffic on the rail passenger lines of the European Transport~~	(b) ~~in close cooperation with infrastructure managers, monitor the performance of rail passenger services~~ <u>monitor the performance of rail</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Corridors, including monitoring the performance of rail passenger services.		Corridors, including monitoring the <i>accessibility</i> and performance of rail passenger services; <i>identifying shortcoming and constraints with a particular focus on the cross-border dimension;</i>	Corridors, including monitoring in close cooperation with infrastructure managers, monitor the performance of rail passenger services.	<u>passenger services, and identify potential barriers, such as technical, administrative and operational ones, with a particular focus on the cross-border dimension, and make recommendations in this regard, where relevant.</u> C
Article 51(7), point (ba)					
G	693a		<i>(ba) identify investment needs for the inland waterways, as well as road sections of the European Transport Corridors;</i>		C EP drops AM on this line because it is already considered in Art 53.
Article 51(7), point (bb)					
Y	693b		<i>(bb) identify dual use mobility needs;</i>		C Linked with article 47a. EP might possibly drop it taking into account that dual use mobility



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					concerns classified information. If not, Presidency proposes to include it in compromise proposal in line 693d.
Article 51(7), point (bc)					
693c			<i>(bc) analyse the cross-border mobility needs in Union cross-border regions and encourage Member States on the sections concerned, in cooperation with the relevant regional and local authorities, to jointly establish cross-border mobility plans with targeted measures in order to increase cross border connections and the network connectivity index.</i>		C Pending discussion. If considered, Presidency proposes to include it in compromise proposal in line 693d.
Article 51(7), point (bd)					
693d					<u>(bd) 7a. The European Coordinators of the European Transport</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>Corridors shall cooperate closely with the Member States concerned in order to facilitate, where relevant, contacts and coordination between maritime and inland waterways representatives in view of increasing their synergies;</u> C PRES. proposes to accept the EP's AM on line 689b in this drafting
Article 51(8)					
694	8. Pursuant Article 14(4) of Regulation (EU) No 2021/1153, the Commission shall request the opinion of the European Coordinator when examining applications for Union funding under the Connecting Europe Facility (CEF) for European Transport Corridors or horizontal priorities in the remit of the European		8. Pursuant to Article 14(4) of Regulation (EU) No 2021/1153, the Commission shall request the opinion of the European Coordinator when examining applications for Union funding under the Connecting Europe Facility (CEF) for European Transport Corridors or horizontal priorities in the remit of the European	8. Pursuant Article 14(4) of Regulation (EU) No 2021/1153, the Commission shall request the consultative opinion of the European Coordinator when examining applications for Union funding under the Connecting Europe Facility (CEF) for European Transport Corridors or horizontal priorities in the	8. Pursuant <u>to</u> Article 14(4) of Regulation (EU) No 2021/1153, the Commission shall ~~request the consultative opinion of~~ <u>consult</u> the European Coordinator when examining applications for Union funding under the Connecting Europe Facility (CEF) for European Transport Corridors or horizontal priorities in the

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Coordinator's mandate, in order to ensure the consistency and advancement of each corridor or horizontal priority. The European Coordinator shall verify whether projects proposed by the Member States for CEF co-funding are consistent with the priorities of the work plan.		Coordinator's mandate, in order to ensure the consistency and advancement of each corridor or horizontal priority, <i>while taking into account the increase of network connectivity indexes</i> . The European Coordinator shall verify whether projects proposed by the Member States, <i>or by neighbouring countries where applicable</i> , for CEF co-funding are consistent with the priorities of the work plan.	remit of the European Coordinator's mandate, in order to ensure the consistency and advancement of each corridor or horizontal priority. The European Coordinator shall verify whether projects proposed by the Member States for CEF co-funding are consistent with the priorities of the work plan.	remit of the European Coordinator's mandate, in order to ensure the consistency and advancement of each corridor or horizontal priority <i>while taking into account the network connectivity</i> . The European Coordinator shall verify whether projects proposed by the Member States, <i>or by neighbouring countries, where applicable</i> , for CEF co-funding are consistent with the priorities of the work plan. C EP accepts Presidency compromise proposal (linked to EP AMs on the connectivity index). Reference to network connectivity subject to general agreement on connectivity index.
Article 51(8a)					
Y	694a				Y

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>When applications for Union funding under the European Structural and Investment Funds (ESIF) for European Transport Corridors or horizontal priorities in the remit of the European Coordinator's mandate are submitted, the relevant European Coordinator shall assess those applications against their consistency with and the advancement of each European transport corridor or horizontal priority, while taking into account the increase of network connectivity indexes. The European Coordinator shall forward their assessment to the Commission.</i>		Linked to connectivity index.
Article 51(9)					
695	9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and		9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and	9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and	9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	in accordance with the requirements laid down in this Article, the Commission may at any time terminate that mandate and designate a new European Coordinator in accordance with the procedure set out in paragraph 1.		in accordance with the requirements laid down in this Article, the Commission, <i>upon consultation with the Parliament</i> , may at any time terminate that mandate and designate a new European Coordinator in accordance with the procedure set out in paragraph 1.	in accordance with the requirements laid down in this Article, the Commission may at any time after consulting the Member States concerned terminate that mandate and designate a new European Coordinator in accordance with the procedure set out in paragraph 1.	in accordance with the requirements laid down in this Article, the Commission may at any time, after consulting ~~the Member~~ <u>the Member</u> States concerned terminate that mandate. <u>The Commission shall inform the Parliament and the Council of its decision</u> and designate a new European Coordinator in accordance with the procedure set out in paragraph 1. C PRES. compromise accepted by the EP.
Article 52					
696	Article 52 Governance of European Transport Corridors and horizontal priorities			Article 52 Governance of European Transport Corridors and horizontal priorities	
Article 52(1)					
697	1. For each European			1. For each European	1. For each European

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Transport Corridor and horizontal priority, the respective European Coordinator shall be assisted in the performance of his/her tasks concerning the work plan and its implementation by a secretariat and by a consultative forum, respectively the “Corridor Forum” and the “consultative Forum for the horizontal priorities”.			Transport Corridor and horizontal priority, the respective European Coordinator shall be assisted in the performance of his/her tasks concerning the work plan and its implementation by a secretariat and by a consultative forum, respectively the “Corridor Forum” and the “consultative Forum for the horizontal ~~priorities~~ priority”.	Transport Corridor and horizontal priority, the respective European Coordinator shall be assisted in the performance of his/her tasks concerning the work plan and its implementation by a secretariat and by a consultative forum, respectively the “Corridor Forum” and the “consultative Forum for the horizontal priority”. A EP accepts Council GA. Text Origin: Council Mandate
Article 52(2)					
698	2. The “Corridor Forum” shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European		2. The “Corridor Forum” shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European	2. The “Corridor Forum” shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European	2. The “Corridor Forum” shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Transport Corridor and ensure representation of the rail freight governance.		Transport Corridor and ensure representation of the rail freight governance, <i>maritime ports and inland waterways representatives, as well as, when appropriate, urban nodes, the relevant regional and local authorities, and the designated authorities as defined in the Smart TEN-T Directive. Neighbouring countries shall be consulted by the Commission on the membership of the Corridor Forum for their parts of the European Transport Corridor.</i>	Transport Corridor and ensure representation of the rail freight governance.	Transport Corridor and ensure representation of the rail freight governance <u>and facilitate representation of other relevant infrastructure managers, such as maritime and inland port authorities and governance.</u> B Presidency compromise proposal accepted by the EP.
Article 52(2a)					
698a					<u>2a. Neighbouring countries which are part of the European Transport Corridors shall be consulted by the Commission on the membership of the Corridor Forum for their parts of the European</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>Transport Corridor.</u> Presidency compromise proposal accepted by the EP.
Article 52(3), first subparagraph					
699	3. With the agreement of the Member States concerned, the European Coordinator may set up and chair corridor working groups which focus on:		3. With the agreement of the Member States concerned, <i>and after consulting the neighbouring countries concerned</i> , the European Coordinator may set up and chair corridor working groups which focus on:	3. With the agreement of the Member States concerned, the European Coordinator may set up and chair corridor working groups which focus on:	3. With the agreement of the Member States concerned, the European Coordinator may set up and chair corridor working groups which focus on: B EP accepts the Council GA. Text Origin: Council Mandate
Article 52(3), first subparagraph, point (a)					
700	(a) interoperability and deployment of new digital technologies and infrastructure;			(a) interoperability and deployment of new ~~digital~~ technologies and infrastructure;	(a) interoperability and deployment of new technologies and infrastructure; B EP accepts the Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					Text Origin: Council Mandate
Article 52(3), first subparagraph, point (b)					
701	(b) the coordinated development and implementation of infrastructure projects in cross-border sections;			(b) the coordinated development and implementation of infrastructure projects in cross-border sections;	
Article 52(3), first subparagraph, point (c)					
702	(c) cross-border passenger rail services;			(c) cross-border passenger rail services;	
Article 52(3), first subparagraph, point (d)					
703	(d) operational bottlenecks;			(d) operational bottlenecks;	
Article 52(3), first subparagraph, point (e)					
704	(e) urban nodes;			(e) urban nodes;	
Article 52(3), first subparagraph, point (f)					
705	(f) cooperation with third			(f) cooperation with third	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	countries;			countries;	
Article 52(3), first subparagraph, point (g)					
706	(g) other ad-hoc working groups deemed necessary.			(g) other ad-hoc working groupstotics deemed necessary.	B EP accepts the Council GA.
Article 52(3), first subparagraph, point (ga)					
706a			(ga) ensuring consistency between the national and European plans;		B Linked to Art 58.
Article 52(3), first subparagraph, point (gb)					
706b			(gb) military mobility and dual-use infrastructure.		B EP AM falls in the light of the agreement reached on Art 47a.
Article 52(3), second subparagraph					
707	When relevant, the European Coordinator shall			When relevant, the European Coordinator shall	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	cooperate and coordinate with the rail freight governance on the activities of the working groups to avoid any duplication of work.			cooperate and coordinate with the rail freight governance on the activities of the working groups to avoid any duplication of work.	
Article 52(3), second subparagraph a					
707a			<i>Representatives of the rail freight governance shall be invited to relevant forum of European Transport Corridors . Similarly, European Transport Corridors Coordinators shall be invited to attend relevant Executive meetings of the rail freight governance.</i>		C EP could consider moving second part of the AM to Art. 65.
Article 52(4)					
708	4. The consultative Forum for the horizontal priorities shall be established and chaired by the European Coordinator. The Member States concerned and where appropriate representatives of the relevant sectors shall		4. The consultative Forum for the horizontal priorities shall be established and chaired by the European Coordinator. The Member States concerned and where appropriate <i>the neighbouring countries</i>	4. The consultative Forum for the horizontal ~~priorities~~ priority shall be established and chaired by the European Coordinator. The Member States concerned and, where appropriate and in	4. The consultative Forum for the horizontal priority shall be established and chaired by the European Coordinator. The Member States concerned and, where appropriate and in agreement with Member

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	be able to participate. Member States shall designate a national coordinator for ERTMS to attend the consultative Forum for ERTMS. The European Coordinator may also set up ad-hoc working groups.		<i>concerned and</i> representatives of the relevant sectors, <i>including the designated authorities as defined in the Smart TEN-T Directive</i> , shall be able to participate. Member States shall designate a national coordinator for ERTMS to attend the consultative Forum for ERTMS. The European Coordinator may also set up ad-hoc working groups.	agreement with Member States , representatives of the relevant sectors shall be able to participate. Member States shall designate a ~~national coordinator for ERTMS~~ representative to attend the consultative Forum for ERTMS. The European Coordinator may also set up ad-hoc working groups.	States, representatives of the <u>neighbouring countries concerned and of the</u> relevant sectors shall be able to participate. <u>Each</u> Member ~~States~~ <u>State</u> shall designate ~~a~~ <u>one responsible national</u> representative <u>involved in the coordination of ERTMS deployment in that Member State</u> to attend the consultative Forum for ERTMS. The European Coordinator may also set up ad-hoc working groups. B Presidency compromise proposal accepted by the EP
Article 52(5)					
709	5. The Member States concerned shall cooperate with the European Coordinator, participate in the Corridor Forum and the consultative forum for the horizontal priorities and			5. The Member States concerned shall cooperate with the European Coordinator, participate in the Corridor Forum and the consultative forum for the horizontal	5. The Member States concerned shall cooperate with the European Coordinator, participate in the Corridor Forum and the consultative forum for the horizontal priority and give

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	give the European Coordinator the information required in order to perform the tasks laid down in this Article, including information on the development of corridors in the relevant national infrastructure plans.			~~priorities~~ priority and give the European Coordinator the information required in order to perform the tasks laid down in this Article, including information on the development of corridors in the relevant national infrastructure ~~plans~~ plans and programmes contributing to the development of the Trans-European Transport network.	the European Coordinator the information required in order to perform the tasks laid down in this Article, including information on the development of corridors in the relevant national plans and programmes contributing to the development of the Trans-European Transport network. B EP accepts Council GA. Text Origin: Council Mandate
Article 52(6)					
710	6. The European Coordinator may consult regional and local authorities, infrastructure managers, transport operators, in particular those which are members of the rail freight governance, the supply industry, transport users and representatives of civil		6. The European Coordinator ~~may~~ shall consult regional and local authorities, the designated authorities as defined in the Smart TEN-T Directive, urban nodes, infrastructure managers, ~~transport operators, in particular those which are~~ members of the	6. The European Coordinator may consult regional and local authorities, infrastructure managers, transport operators, in particular those which are members of the rail freight governance, the supply industry, transport users and ~~representatives of civil~~	6. The European Coordinator may consult regional and local authorities, infrastructure managers, transport operators, in particular those which are members of the rail freight governance, the supply industry, transport users and relevant stakeholders in

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	society in relation to the work plan and its implementation. In addition, the European Coordinator responsible for ERTMS shall closely cooperate with the European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency.		~~rail~~ including port designated entities, rail, maritime and inland waterway operators , freight governance, the supply industry, transport users, <i>accessibility experts</i> and representatives of civil society in relation to the work plan and its implementation. In addition, the European Coordinator responsible for ERTMS shall closely cooperate with the European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency.	societyrelevant stakeholders in relation to the work plan and its implementation. In addition, the European Coordinator responsible for ERTMS shall closely cooperate with the European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency.	relation to the work plan and its implementation. <u>Likewise, when it comes to the implementation of projects of common interest that fall within the scope of the Smart TEN-T Directive, the designated authorities as defined in that Directive may also be consulted.</u> In addition, the European Coordinator responsible for ERTMS shall closely cooperate with the European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency. B Presidency compromise proposal accepted by the EP.
	Article 52(6a)				
Y	710a		6a. To set up a future		Y

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>strong and centralised EU Level ERTMS governance including governing funding, National Implementation Plans (NIP) planning, resourcing, market uptake, migration and transition, the European Coordinator for ERTMS, including national Infrastructure Managers and Railway Undertakings representatives, shall facilitate and promote such governance ensuring the timely and harmonised deployment;</i>		C Linked to ERTMS governance.
Article 52(6b)					
G 710b			<i>6a. The European Coordinator may cooperate with international organisations, for activities related to the European Transport Corridors which extend to neighbouring countries that are members of those</i>		C EP drops AM on this line. It will be considered in a separate article (see lines 738i and following).

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>international organisations.</i>		
Article 53					
G 711	Article 53 Work plan of the European Coordinator			Article 53 Work plan of the European Coordinator	
Article 53(1)					
Y 712	1. Each European Coordinator of the European Transport Corridors and the two horizontal priorities shall draw up, at the latest two years after the entry into force of this Regulation and thereafter every four years, a work plan that provides a detailed analysis of the state of implementation of the corridor or horizontal priority under his/her competence and its compliance with the requirements of this Regulation as well as the priorities for its future development.		1. Each European Coordinator of the European Transport Corridors and the two horizontal priorities shall draw up, at the latest two years after the entry into force of this Regulation and thereafter every ~~four~~ two years, a work plan that provides a detailed analysis of the state of implementation of the corridor or horizontal priority under his/her competence and its compliance with the requirements of this Regulation as well as the priorities for its future	1. Each European Coordinator of the European Transport Corridors and the two horizontal priorities shall draw up, at the latest two years after the entry into force of this Regulation and thereafter every four years, a work plan that provides a detailed analysis of the state of implementation of the corridor or horizontal priority under his/her competence and its compliance with the requirements of this Regulation as well as the priorities for its future development.	Linked to Art. 54.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			development.		
Article 53(2), first subparagraph					
713	2. The work plan shall be prepared in close cooperation with the Member States concerned and in consultation of the Corridor Forum and rail freight governance, or consultative forum of the horizontal priorities. The work plan of the European Transport Corridors shall be approved by the Member States concerned. The Commission shall submit the work plan to the European Parliament and the Council for information.		2. The work plan shall be prepared in close cooperation with the Member States concerned and in consultation of the Corridor Forum and rail freight governance, or consultative forum of the horizontal priorities. The <i>European Coordinator shall also involve, where appropriate, the neighbouring countries concerned and relevant international organisations in the preparation of the work plan.</i> The work plan of the European Transport Corridors shall be approved by the Member States concerned. <i>The neighbouring countries concerned shall be consulted on the work plan of the European Transport Corridors.</i> The	2. The work plan shall be prepared in close cooperation with the Member States concerned and in consultation of the Corridor Forum and rail freight governance, or consultative forum of the horizontal ~~priorities~~priority. The work plan of the European Transport Corridors shall be approved by the Member States concerned. The Commission shall submit the work plan to the European Parliament and the Council for information.	2. The work plan shall be prepared in close cooperation with the Member States concerned, <u>and where relevant the neighbouring countries which are part of the European Transport Corridor</u>, and in consultation of the Corridor Forum and rail freight governance, or consultative forum of the horizontal priority. The work plan of the European Transport Corridors shall be approved by the Member States concerned. <u>Neighbouring countries which are part of a European Corridor shall be consulted</u>. The Commission shall submit the work plan to the European Parliament and the Council for information.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			Commission shall submit the work plan to the European Parliament and the Council for information.		C Presidency compromise proposal accepted by the EP. EP AM is considered in a separate article (see lines 738i and following).
Article 53(2), second subparagraph					
714	When drafting the work plan, the European Coordinator shall take into account the implementation plan as referred to in Article 9 of Regulation (EU) 913/2010.			When drafting the work plan, the European Coordinator shall take into account the implementation plan as referred to in Article 9 of Regulation (EU) 913/2010.	
Article 53(3), first subparagraph					
715	3. The work plan for the European Transport Corridor shall provide a detailed analysis of the state of implementation of the corridor concerned, which includes in particular:			3. The work plan for the European Transport Corridor shall provide a detailed analysis of the state of implementation of the corridor concerned, which includes in particular:	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 53(3), first subparagraph, point (a)					
716	(a) a description of the characteristics of the corridor;		deleted	(a) a description of the characteristics of the corridor, in particular the cross-border sections ;	B Linked to EP AM on line 744d. If AM on line 744d is included in this line, EP drops it on 744d.
Article 53(3), first subparagraph, point (b)					
717	(b) an analysis of the state of compliance of the corridor with the transport infrastructure requirements of this Regulation and its related progress achieved;			(b) an analysis of the state of compliance of the corridor with the transport infrastructure requirements of this Regulation and its related progress achieved;	(b) an analysis of the state of compliance of the corridor with the transport infrastructure requirements of this Regulation and its related progress achieved, <u>including potential delays</u> ; Compromise proposal agreed with the EP. EP AM in line 733a falls as a consequence.
Article 53(3), first subparagraph, point (c)					
718	(c) an identification of the missing links and bottlenecks hampering the development of the corridor;		(c) an identification of the missing links and bottlenecks hampering the development of the corridor, with particular	(c) an identification of the missing links and bottlenecks, including the operational ones , hampering the development	(c) an identification of the missing links and bottlenecks, ~~including the operational ones~~ , hampering the development

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			attention to the cross-border sections;	and implementation of the corridor, in particular in cross border sections;	~~and implementation~~ of the corridor, ~~in~~ with particular ~~in cross border~~ <u>attention to the cross-border</u> sections; B EP accepts Council position. Text Origin: EP Mandate
Article 53(3), first subparagraph, point (ca)					
718a			<i>(ca) an analysis of the state of play of cross-border sections with a view of identifying challenges and proposing concrete measures to comply with the dates set out in this Regulation and the coherence of the financial programming of the Member States concerned to achieve this aim.</i>		B EP drops AM.
Article 53(3), first subparagraph, point (d)					
719	(d) an analysis of the investments required,			(d) an analysis of the investments required,	(d) an analysis of the investments required,

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	including the different financing and funding sources committed and/or envisaged for the implementation of the projects needed for the development and completion of the corridor;			including the different financing and funding sources committed and/or envisaged for the implementation of the projects needed for the development and completion of the corridor, in particular the cross-border sections ;	including the different financing and funding sources committed and/or envisaged for the implementation of the projects needed for the development and completion of the corridor, in particular the cross-border sections; B EP accepts the Council GA. Text Origin: Council Mandate
Article 53(3), first subparagraph, point (e)					
720	(e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines of the corridor;		(e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines of the corridor, in order to meet the deadlines ;	(e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines and links of the corridor;	(e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines and links of the corridor, <u>with the objective of meeting the deadlines set out in this regulation</u> ;

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					B Presidency compromise proposal accepted by the EP.
Article 53(3), first subparagraph, point (f)					
721	(f) a plan with intermediate targets for the removal of physical, technical, digital, operational and administrative barriers between and within transport modes and for the enhancement of efficient multimodal transport with particular attention to cross-border sections and national missing links.		(f) a plan with intermediate targets for the removal of physical, technical, digital, operational and administrative barriers between and within transport modes and for the enhancement of efficient <i>and accessible</i> multimodal transport with particular attention to <i>rail and its</i> cross-border sections and national missing links-;	(f) a plan, that may contain ~~with intermediate targets~~ non-binding milestones , for the removal of physical, technical, digital, operational and administrative barriers between and within transport modes and for the enhancement of efficient multimodal transport with particular attention to cross-border sections and national missing links.	(f) a plan, that may contain intermediate ~~non-binding~~ <i>indicative</i> milestones, for the removal of physical, technical, digital, operational and administrative barriers between and within transport modes and for the enhancement of efficient <i>and accessible</i> multimodal transport with particular attention to <i>rail and its</i> cross-border sections and national missing links- ~~;~~ B Presidency compromise proposal accepted by the EP.
Article 53(3), first subparagraph, point (fa)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Y	721a			For the analysis of the investments and the preparation of the plan, the European Coordinator shall:	<i>(fa) For the analysis of the investments and the preparation of the plan, the European Coordinator shall:</i> <u>Take into account national plans and programmes referred to in Article 58(1).</u> B
Article 53(3), first subparagraph, point (fb)					
G	721b		<i>For the analysis of the administrative barriers and the preparation of the plan, the European Coordinator shall take into account the recommendations of the European Court of Auditors, the works of the designated authorities as set in the Smart TEN-T Directive, as well as the recommendations of any relevant authorities.</i>		<i>(fb) Take into account the recommendations of the European Court of Auditors and the works of the designated authorities as set in the Smart TEN-T Directive.</i> B EP accepts Presidency compromise proposal (to consider EP's line 721b by rearranging it between lines 721a and 721b of the GA).

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 53(3), second subparagraph					
722	For the analysis of the investments and the preparation of the plan with intermediate targets related to rail freight, the European Coordinator shall cooperate with the executive board and the management board of the corridor referred to in Article 11 of Regulation (EU) No 913/2010.			For the analysis of the investments and the preparation of the plan with intermediate targets related to rail freight, the European Coordinator shall cooperate with the executive board and the management board of the corridor referred to in Article 11 of Regulation (EU) No 913/2010: for the aspects related to rail freight;	- cooperate with the executive board and the management board of the corridor referred to in Article 11 of Regulation (EU) No 913/2010 for the aspects related to rail freight; A EP accepts the Council GA. Text Origin: Council Mandate
Article 53(3), third subparagraph					
723	For the analysis of the investments and the preparation of the plan with intermediate targets related to multimodal freight terminals, the European Coordinator shall take into account the corridor relevant elements of the analysis, the action plans elaborated by the Member			For the analysis of the investments and the preparation of the plan with intermediate targets related to multimodal freight terminals, the European Coordinator shall take into account the corridor relevant elements of the analysis, the action plans elaborated by the	- take into account the corridor relevant elements of the analysis, the action plans elaborated by the Member States pursuant to Article 35(4) and the list referred to in Article 18, point (b), of Regulation (EU) No 913/2010 for the aspects related to the multimodal freight

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	States pursuant to Article 35(4) and the list referred to in Article 19, point (b), of Regulation (EU) No 913/2010.			Member States pursuant to Article 35(4) and the list referred to in Article 1918, point (b), of Regulation (EU) No 913/2010: for the aspects related to the multimodal freight terminals;	terminals; A EP accepts the Council GA. Text Origin: Council Mandate
Article 53(3), fourth subparagraph					
724	For the analysis of the investments and the preparation of the plan with intermediate targets related to passenger services, the European Coordinator shall take into account the results of the monitoring performed in accordance with article 51, paragraph 7, point (b).			~~For the analysis of the investments and the preparation of the plan with intermediate targets related to passenger services, the European Coordinator shall~~ - take into account the results of the monitoring performed in accordance with article 51,– paragraph 7, point (b)– for the aspect related to passenger services.	- take into account the results of the monitoring performed in accordance with article 51, paragraph 7, point (b) for the aspect related to passenger services. A EP accepts the Council GA. Text Origin: Council Mandate
Article 53(3), first subparagraph, point (g)					
725	(g) the results of the performance monitoring of rail freight traffic			(g) the results of the performance monitoring of rail freight traffic	(g) the results of the performance monitoring of rail freight traffic

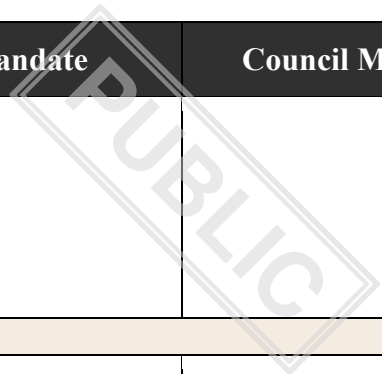
	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	undertaken by the rail freight governance in accordance with Article 19 of Regulation (EU) No 913/2010 and the list of corridor objectives, targets and measures defined in accordance to Article 9(1) of Regulation (EU) No 913/2010, as means to reach the operational requirements of Article 18 of this Regulation;			undertaken by the rail freight governance in accordance with Article 19(2) of Regulation (EU) No 913/2010 and the list of corridor objectives, targets and measures defined in accordance to Article 9(1) of Regulation (EU) No 913/2010, as means to reach the operational requirements of Article 18 of this Regulation;	undertaken by the rail freight governance in accordance with Article 19(2) of Regulation (EU) No 913/2010 and the list of corridor objectives, targets and measures defined in accordance to Article 9(1) of Regulation (EU) No 913/2010, as means to reach the operational requirements of Article 18 of this Regulation; A Text Origin: Council Mandate
Article 53(3), first subparagraph, point (h)					
726	(h) an identification of measures in urban nodes which are relevant for the effective functioning of the corridor and achievement of the objectives of the trans-European transport network;			(h) an identification of measures in urban nodes, in cooperation with the Member States concerned and which are relevant for local authorities, which can contribute to the effective functioning of the freight and passenger transport on the corridor and the achievement of the	(h) an identification of measures in urban nodes, in cooperation with the Member States concerned and relevant local authorities, which can contribute to the effective functioning of the freight and passenger transport on the corridor and the achievement of the

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				objectives of the trans-European transport network, while being consistent with relevant SUMP s.	objectives of the trans-European transport network, while being consistent with relevant SUMPs. B EP accepts the GA. However, when dealing with urban nodes in chapter III, if a national contact point is finally considered, it should be included here. Text Origin: Council Mandate
Article 53(3), first subparagraph, point (i)					
727	(i) an identification of priorities for the development of the corridor;			(i) an identification, established with the Member States concerned , of priorities for the development of the corridor;	(i) an identification, ~~established~~in cooperation with the Member States concerned, of priorities for the development of the corridor; B Compromise agreed with

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					the EP.
Article 53(3), first subparagraph, point (j)					
728	(j) an analysis of the possible impacts of climate change on the infrastructure and, where appropriate, proposed measures to enhance resilience to climate change;			(j) an analysis of the possible impacts of climate change on the infrastructure and, where appropriate, proposed measures to enhance resilience to climate change;	
Article 53(3), first subparagraph, point (k)					
729	(k) measures to be taken in order to mitigate greenhouse gas emissions, noise and, as appropriate, other negative environmental impacts.			(k) measures to be taken in order to mitigate greenhouse gas emissions, noise and, as appropriate, other negative environmental impacts.	(k) measures to be taken in order to mitigate greenhouse gas emissions, noise and, as appropriate, other negative externalities. B EP accepts Council the GA. Text Origin: Council Mandate
Article 53(4)					
730	4. The European		4. The European	4. The European	4. The European

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Coordinator shall support Member States in implementing the work plan, in particular as regards:		Coordinator shall support Member States <i>and, where appropriate, neighbouring countries</i> in implementing the work plan, in particular as regards:	Coordinator shall support Member States in implementing the work plan, in particular as regards:	Coordinator shall <i>offer</i> support <i>to the</i> Member States <i>and, where appropriate and relevant, neighbouring countries</i> in implementing the work plan, in particular as regards: B Compromise agreed with the EP.
Article 53(4), point (a)					
731	(a) the priority setting in national planning, through the identification of implementation problems and bottlenecks, including operational issues, on each corridor or for each horizontal priority;		(a) the priority setting in national planning, through the identification of implementation problems and bottlenecks, including operational <i>and administrative</i> issues, on each corridor or for each horizontal priority;	(a) at the request of the Member States concerned , the priority setting in national planning, ~~through the identification of~~ by helping to identify implementation problems and bottlenecks, including operational issues, on each corridor or for each horizontal priority;	(a) ~~at the request of the Member States concerned~~ , the priority setting in national planning, by helping to identify implementation problems and bottlenecks, including operational issues, on each corridor or for each horizontal priority; C Compromise agreed with the EP.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 53(4), point (b)					
732	(b) the project and investment planning, the related costs and implementation timeline estimated to implement the European Transport Corridors or horizontal priority;			(b) at the request of the Member States concerned , the project and investment planning, the related costs and implementation timeline estimated to implement the European Transport Corridors or horizontal priority;	(b) ~~at the request of the Member States concerned~~ , the project and investment planning, the related costs and implementation timeline estimated to implement the European Transport Corridors or horizontal priority; C Compromise agreed with the EP.
Article 53(4), point (c)					
733	(c) the establishment of a single entity for the construction and management of cross-border infrastructure projects.			(c) the ~~establishment~~ work in the supervisory body or a similar steering body of a single entity, where relevant , for the coordination , construction ~~and/or~~ management of cross-border infrastructure projects, in accordance with the provisions set out in Article 8(5) .	(c) the work in the supervisory body or a similar steering body of a single entity, where relevant, for the coordination, construction and/or management of cross-border infrastructure projects, in accordance with the provisions set out in Article 8(5). C



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					EP accepts Council position. Text Origin: Council Mandate
Article 53(4), point (ca)					
733a			(ca) monitoring project progress trends, and signalling early to the Commission potential significant delays;		C EP drops AM.
Article 54					
734	Article 54 Implementing acts			Article 54 Implementing acts	
Article 54(1)					
735	1. Based on the first work plan of the European Coordinators, the Commission shall adopt an implementing act for each work plan of the European Transport Corridors and the two horizontal priorities. This implementing act shall		1. Based on the first work plan of the European Coordinators, the Commission shall adopt an implementing act for each work plan of the European Transport Corridors and the two horizontal priorities. This implementing act shall	1. Based on the first work plan of the European Coordinators, the Commission shall adopt an implementing act for each work plan of the European Transport Corridors and the two horizontal priorities. This implementing act shall	1. <u>Without prejudice to Article 8(4a), the Commission shall, subject to the approval by the Member States concerned in accordance with Article 172 TFEU, adopt implementing acts for the implementation of each</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	set out the priorities for infrastructure and investment planning and for funding.		set out the priorities for infrastructure and investment planning and for ~~funding~~ <i>timing in accordance with Article 6(1).</i>	~~set out the priorities for infrastructure and investment planning and for funding.~~	<u><i>European Transport Corridor covering its mains cross-border sections as well as a limited number of other specific projects on national sections which are key for the functioning of the Corridor in order to implement missing links or to remove major bottlenecks. The selection of projects to be included in the implementing acts shall build on the analysis as agreed with Member States in the first work plan of the European Coordinators in accordance with Article 53 of this Regulation. The aim of the implementing acts is to ensure a coherent priority setting of infrastructure and investment planning by establishing indicative milestones and the expected timeline for the implementation of the identified projects. They</i></u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>shall be elaborated in close collaboration with the concerned Member States and updated every four years or upon the request of concerned Member States.</u> C
Article 54(2)					
736	2. The Commission may adopt implementing acts for the implementation of specific sections of the European Transport Corridor, in particular for the implementation of complex cross-border sections or of specific transport infrastructure requirements of the European Transport Corridor or of the horizontal priorities.			2. Without prejudice to Article 8(4a), and subject to the approval of the Member States concerned in accordance with Article 172 TFEU, the Commission may adopt implementing acts for the implementation of specific cross-border sections of the European Transport Corridor, in particular Corridors, or for the implementation of the horizontal priorities. Upon request of the Member State(s) concerned, the Commission may also	2. Without prejudice to Article 8(4a), and subject to the approval ~~of~~^{by} the Member States concerned in accordance with Article 172 TFEU, the Commission may adopt implementing acts for the implementation of cross-border sections ~~of the European Transport Corridors,~~ or for the implementation of the horizontal priorities. ~~Upon request of the Member State(s) concerned, the Commission may also adopt implementing acts for the implementation of~~

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				adopt implementing acts for the implementation of ~~complex cross-border~~ other specific sections or of specific of the European Transport Corridors in the Member States concerned in order to ensure a coherent priority setting of that infrastructure requirements of the European Transport Corridor or of the horizontal priorities and investment planning by setting indicative milestones for the implementation of respective major missing links and for the removal of bottlenecks. Implementing acts shall be elaborated in close collaboration with the Member States concerned and updated every four years or upon the request of Member States.	~~other specific sections of the European Transport Corridors in the Member States concerned in order to ensure a coherent priority setting of that infrastructure and investment planning by setting indicative milestones for the implementation of respective major missing links and for the removal of bottlenecks.~~ Implementing acts shall be elaborated in close collaboration with the Member States concerned and updated every four years or upon the request of <u>those</u> Member States. B
Article 54(3)					
737					

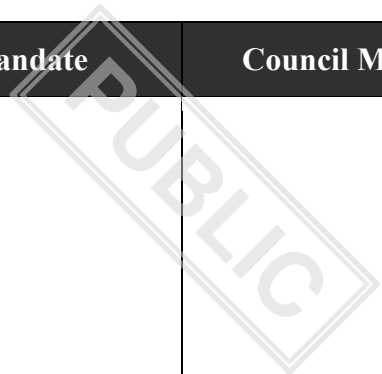
	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	3. The implementing acts referred to in paragraphs 1 and 2 shall be adopted in accordance with the examination procedure referred to in Article 59(3). The Commission shall amend the implementing acts in accordance with the same procedure every time the work plan is revised by the European Coordinator, or to take into account the progress made, delays encountered or updated national programmes.			3. The implementing acts referred to in paragraphs 1 and 2 shall be adopted in accordance with the examination procedure referred to in Article 59(3). The Commission shall amend the implementing acts in accordance with the same procedure every time the work plan is revised by the European Coordinator, or to take into account the progress made, delays encountered or updated national programmes.	3. The implementing acts referred to in paragraphs <u>1 and</u> 2 shall be adopted in accordance with the examination procedure referred to in Article 59(3). The Commission shall amend the implementing acts in accordance with the same procedure to take into account the progress made, delays encountered or updated national programmes. B
Article 54(4)					
738	4. Until full implementation of the measures provided for in the implementing act, the Member States concerned shall communicate to the Commission an annual report on the progress achieved, indicating in particular the financial commitments made in the national budget plan.			4. Until full implementation of the measures provided for in the implementing act and unless provided otherwise in the implementing act , the Member States concerned shall communicate every two years to the Commission ~~an annual~~ report on the progress achieved,	4. Until full implementation of the measures provided for in the implementing ~~act~~ <u>acts</u> and unless provided otherwise in the implementing ~~act~~ <u>acts</u> , the Member States concerned shall communicate every two years to the Commission a report on the progress achieved,

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				indicating in particular the financial commitments made in the national budget plan. The report may refer to the information gathered in accordance with Article 55.	indicating in particular the financial commitments made in the national budget plan. The report may refer to the information gathered in accordance with Article 55. B
Article 54(4a)					
738a			<i>4a. Based on the annual work plan of the European Coordinators, the Commission shall submit an annual implementation report to the European Parliament and national Parliaments detailing what measures it took in order to guarantee the completion of the network as laid out in this Regulation.</i>		C
Article 54(4b)					
738b			<i>The annual implementation report</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>shall comprise a country by country reporting for each Transport Corridor and shall:</i>		
Article 54(4c)					
738c			<i>(a) include a forecast which projects, technical and operational standards, on each Transport Corridor are in danger of missing the deadlines as set out in this Regulation;</i>		c
Article 54(4d)					
738d			<i>(b) include an analysis of the investments required in the long-term maintenance plans, as set out in Article 48, on each Transport Corridor, as well as any identified shortcoming in maintenance or the financing resources required;</i>		c
Article 54(4e)					
738e					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>(c) include an explanation why the Commission did not start infringement procedures related to projects identified in point (a);</i>		c
Article 54(4f)					
738f			<i>(d) inform about ongoing infringement procedures;</i>		c
Article 54(4g)					
738g			<i>(e) inform about derogations from operational and technical standards;</i>		c
Article 54(4h)					
738h			<i>(f) include an assessment about the impact of granted derogations from technical and operational standards and deadlines as defined in this Regulation on neighbouring countries.</i>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 54(4i)					
738i			<i>Article 54a</i> <i>High-level agreements with neighbouring countries</i>		<u><i>4i. Article 54a</i></u> <u><i>Cooperation with neighbouring countries involved in the European Transport Corridors and the horizontal priorities</i></u> <u><i>1. The European Coordinator of a European Transport Corridor or of a horizontal priority that extends to specific neighbouring countries shall be entitled to cooperate with and involve these countries in the relevant corridor activities, such as the Corridor Forum or working groups as established in line with Article 52(2) and (3) or in the consultative forum of the horizontal priority, where applicable.</i></u> <u><i>2. The European Coordinator may also</i></u>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>cooperate with international organisations, for activities related to the European Transport Corridors or horizontal priority which extend to neighbouring countries that are members of those international organisations.</u> <u>3. The Union may conclude high-level agreements with the neighbouring countries concerned in order to achieve a coordinated and synchronised approach regarding the implementation of the European Transport Corridors and horizontal priorities.</u> C Compromise agreed with the EP.
Article 54(4j)					
738j					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>1. Based on the first work plan of the European Coordinators, high-level agreements may be concluded between the Union and the neighbouring countries concerned for each work plan of the European Transport Corridors and for the two horizontal priorities where relevant.</i>		c EP AM covered in spirit by compromise on line 738i.
Article 54(4i)					
738k			<i>2. The high-level agreements referred to in this Article shall set out the priorities for infrastructure and investment planning and for funding. They shall also include provisions on the communication by the neighbouring countries of regular reports on the progress achieved in implementing projects, indicating in particular the financial commitments made in the national</i>		c EP AM covered in spirit by compromise on line 738i.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>budget plan.</i>		
CHAPTER VI					
G 739	CHAPTER VI COMMON PROVISIONS			CHAPTER VI COMMON PROVISIONS	G
Article 55					
G 740	Article 55 Reporting and monitoring			Article 55 Reporting and monitoring	G
Article 55(1)					
G 741	1. Member States shall inform the Commission on a regular, comprehensive and transparent basis about the progress made in implementing projects of common interest and the investments made for that purpose. This information shall include the yearly transmission of data through the interactive geographical and technical information system for the trans-European transport network (TENtec). It shall		1. Member States shall inform the Commission on a regular, comprehensive and transparent basis about the progress made in implementing projects of common interest and the investments made for that purpose, <i>including for cross-border projects</i> . This information shall include the yearly transmission of data through the interactive geographical and technical information system for the trans-European transport	1. Member States shall inform the Commission on a regular, comprehensive and transparent basis about the progress made in ~~implementing projects of common interest and the investments made for that purpose.~~ This information shall include the yearly ~~transmission of data through the interactive geographical and technical information system~~ for completing the trans-European transport network	B EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	include technical and financial data concerning projects of common interest on the trans-European transport network as well as data on the completion of the trans-European transport network.		network (TENtec). It shall include technical and financial data concerning projects of common interest on the trans-European transport network as well as data on the completion of the trans-European transport network.	(TENtec). It shall include technical and financial data concerning through the implementation of projects of common interest on the trans-European transport network as well as data on the completion of the trans-European transport network and the investments made for that purpose.	
Article 55(1a)					
741a				1a. This information shall include yearly technical data related to the transport infrastructure requirements laid down in Chapter III of this Regulation unless such information has already been gathered at the level of the trans-European transport network for the purposes of other Union applications or databases.	B EP accepts Council GA.
Article 55(1b)					

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

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

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

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 55(3c)					
744c			<i>The index may be used as an indicator to channel Union funds where connectivity is lacking.</i>		C
Article 55(3d)					
744d			<i>3b. With respect to the European Transport Corridors, the Commission shall carry out and periodically update a transport market study relating to the observed and expected changes in the traffic on the corridor, covering the different types of traffic, both regarding the transport of freight and the transport of passengers and measures to increase the predictability of implementation and facilitation that the relevant deadlines are met. In carrying out and updating that study, the Commission shall involve</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>the coordinator of the relevant European Transport Corridor and the management board of the relevant rail freight corridor.</i>		
Article 56					
745	Article 56 Updating of the network			Article 56 Updating of the network	
Article 56(1), first subparagraph					
746	1. Subject to the second paragraph of Article 172 TFEU, the Commission shall be empowered to adopt delegated acts in accordance with Article 60 to amend Annexes I and II, notably to take account of possible changes resulting from the quantitative thresholds laid down in Articles 20, 24 and 32. When adapting those Annexes, the Commission shall:		1. Subject to the second paragraph of Article 172 TFEU, the Commission ~~shall be~~ is empowered to adopt delegated acts in accordance with Article 60 to amend Annexes I and II, notably to take account of possible changes resulting from the quantitative thresholds laid down in Articles 20, 24 and 32. When adapting those Annexes, the Commission ~~shall~~ :	1. Subject to the approval of the Member State concerned in accordance with the second paragraph of Article 172 TFEU, the Commission ~~shall be~~ is empowered to adopt delegated acts in accordance with Article 60 to amend Annexes I and II, ~~notably to take account of possible changes resulting from the quantitative thresholds laid down in Articles 20, 24 and 32.~~ When adapting those Annexes, the Commission	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				shall in order to:	
Article 56(1), first subparagraph, point (a)					
747	(a) include inland ports, maritime ports and airports in the comprehensive network, if it is demonstrated that the latest three-year average of their traffic volume exceeds the relevant threshold;		(a) <i>shall</i> include inland ports, maritime ports and airports in the comprehensive network, if it is demonstrated that the latest three-year average of their traffic volume exceeds the relevant threshold;	(a) ~~include inland ports, maritime ports and airports in the comprehensive network, if it is demonstrated that the latest three-year average of their traffic volume exceeds the relevant threshold;~~ take account of changes resulting from the quantitative thresholds laid down in Articles 20(3)(a), 24(4)(a) and (b) and 32(2) and from the quantitative thresholds and qualitative requirements set out in Article 24(4)(ba). In that respect, the Commission shall:	B
Article 56(1), first subparagraph, point (a)(i)					
747a				(i) include inland ports, maritime ports and airports in the comprehensive network,	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				if it is demonstrated that the latest three-year average of their traffic volume exceeds the relevant threshold;	
Article 56(1), first subparagraph, point (a)(ii)					
747b				(ii) exclude maritime ports and airports from the comprehensive network, if it is demonstrated that the average of their traffic volume over the last six years is below 85% of the relevant threshold or at the request of the Member State concerned;	B
Article 56(1), first subparagraph, point (b)					
748	(b) exclude maritime ports and airports from the comprehensive network, if it is demonstrated that the average of their traffic volume over the last six years is below 85% of the relevant threshold;		(b) <i>shall</i> exclude maritime ports and airports from the comprehensive network, if it is demonstrated that the average of their traffic volume over the last six years is below 85% of the relevant threshold, <i>except for ports which provide the</i>	(b) ~~exclude maritime ports and airports from the comprehensive network, if it is demonstrated that the average of their traffic volume over the last six years is below 85% of the relevant threshold;~~ covered by the previous	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>sole point of access to a NUTS 3 region in the comprehensive network, or unless it is demonstrated by the respective Member State with sufficient evidence that this node is of high European added value and geostrategic relevance for the European internal market and the Union's defense;</i>	paragraphs.	
Article 56(1), first subparagraph, point (ba)					
748a			<i>(ba) may include maritime ports in the comprehensive or core network, at the request of the Member State concerned, where it is demonstrated that the maritime port has acquired further European added value due to its geostrategic importance for the Union and provided that the requirements of Article 25 are complied with;</i>		B
Article 56(1), first subparagraph, point (c)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Y 749	(c) include urban nodes in the trans-European transport network, if it is demonstrated that the number of inhabitants exceeds 100,000;		(c) <i>shall</i> include urban nodes in the trans-European transport network, if it is demonstrated that the number of inhabitants <i>in the functional urban area</i> exceeds 100,000 <i>and with the approval of the Member State concerned</i> ;	(c) include urban nodes in the trans-European transport network, if it is demonstrated that they meet the requirements set out in Article 39(2) or exclude urban nodes from the trans-European transport network at the request of the Member State concerned ~~the number of inhabitants exceeds 100,000;~~	B
Article 56(1), first subparagraph, point (ca)					
Y 749a			(ca) <i>may include urban nodes in the list of Annex II, at the request of the Member State concerned, if the urban node is located alongside an European Transport Corridor and provided that the requirements of Article 40 are complied with</i> ;		B
Article 56(1), first subparagraph, point (cb)					
Y 749b			(cb) <i>may exclude urban</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>nodes in the list of Annex II, at the request of the Member State concerned and with the approval of urban node concerned, if it is demonstrated the number of inhabitants in the functional urban area is below 100,000;</i>		B
Article 56(1), first subparagraph, point (d)					
750	(d) include multimodal freight terminals identified by the Member State according to Article 35(4) in the trans-European transport network;		(d) shall include multimodal freight terminals identified by the Member State according to Article 35(4) in the trans-European transport network;	(d) include ~~multimodal freight~~ in the trans-European transport network rail road terminals and terminals along inland waterways identified by the Member State according to Article 35(4) ~~in~~ 35(5), exclude rail road terminals from the trans-European transport network at the request of the Member State concerned or exclude multimodal freight terminal referred to in Article 35(1) (a), (b) and (ba) at the request of the Member States	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				concerned;	
Article 56(1), first subparagraph, point (e)					
751	(e) adjust the maps for road, railway and inland waterway infrastructure in a strictly limited way so as to reflect progress in completing the network. In adjusting those maps, the Commission shall not admit any adjustment in route alignment beyond that which is allowed by the relevant project authorisation procedure.		(e) <i>shall</i> adjust the maps for road, railway and inland waterway infrastructure in a strictly limited way so as to reflect progress in completing the network. In adjusting those maps, the Commission shall not admit any adjustment in route alignment beyond that which is allowed by the relevant project authorisation procedure.	(e) adjust, on the basis of the information provided by the Member State concerned in accordance with Article 55(1) , the maps for road, railway and inland waterway infrastructure in a strictly limited way so as to reflect progress made in completing the network. In adjusting those maps, the Commission shall not admit any adjustment in route alignment beyond that which is allowed by the relevant project ~~authorisation procedure~~ authorising decision .	(e) adjust, on the basis of the information provided by the Member State concerned in accordance with Article 55(1), the maps for road, railway and inland waterway infrastructure in a strictly limited way so as to reflect progress made in completing the network. In adjusting those maps, the Commission shall not admit any adjustment in route alignment beyond that which is allowed by the relevant project authorising decision. <u><i>The adjustment may include the adaptation of the status of new constructions which are marked as dotted lines on the maps of the Annexes including, subject to the consent of the neighbouring Member State(s), their cross-border</i></u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					connections. B
Article 56(1), second subparagraph					
752	The adaptations referred to in points (a) to (c) of the first subparagraph shall be based on the latest available statistics published by Eurostat or, if those statistics are not available, by the national statistics offices of the Member States. The adaptations referred to in point (d) of the first subparagraph shall be based on the action plan referred to in Article 35(4). The adaptations referred to in point (e) of the first subparagraph shall be based on the information provided by the Member States concerned in accordance with Article 55(1).		The adaptations referred to in points (a) to (c) of the first subparagraph shall be based on the latest available statistics published by Eurostat or, if those statistics are not available, by the national statistics offices of the Member States, while excluding years impacted by cyclical factors causing significant declines in traffic flows. The adaptations referred to in point (d) of the first subparagraph shall be based on the action plan referred to in Article 35(4). The adaptations referred to in point (e) of the first subparagraph shall be based on the information provided by the Member States concerned in accordance with Article	The adaptations referred to in points (a) ~~to (c)~~ and (b) of the first subparagraph shall be based on the latest available statistics published by Eurostat or, if those statistics are not available, by the national statistics offices of the Member States. ~~The adaptations referred to in point (d) of the first subparagraph shall be based on the action plan referred to in Article 35(4).~~ ~~The adaptations referred to in point (e) of the first subparagraph shall be based on the information provided by the Member States concerned in accordance with Article 55(1).~~	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			55(1).		
	Article 56(1), second subparagraph a				
752a				1a. The delegated act including an urban node in Annex II pursuant to paragraph 1(c) shall:	C - linked to line 749
	Article 56(1), second subparagraph b				
752b				(a) extend the deadlines laid down by Article 40(1)(b) and (c) by 3 years, until 31 December 2030 and 31 December 2033 respectively; for those urban nodes included in Annex II after the deadlines laid down in Article 40(1)(b) or (c) have expired, those deadlines shall be extended by 3 years after the entry into force of that delegated act.	C
	Article 56(1), second subparagraph c				
752c				(b) extend the applicable	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				deadline for meeting the requirements under Article 40(1)(d) by 5 years, until 31 December 2045; for those urban nodes included in Annex II after the deadline laid down in Article 40(1)(d) has expired, that deadline shall be extended by 5 years after the entry into force of that delegated act.	C
	Article 56(1), second subparagraph d				
Y	752d			1b. The delegated act including a rail-road terminal in Annexes I and II pursuant to paragraph 1(c) shall:	C - linked to line 750
	Article 56(1), second subparagraph e				
Y	752e			(a) extend the deadlines laid down by Article 37(1)(c) and Article 37(2) by 3 years, until 31 December 2033; for those rail-road terminals included in Annexes I and	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				II after the deadlines laid down in Article 37(1)(c) and Article 37(2) have expired, those deadlines shall be extended by 3 years after the entry into force of that delegated act.	
	Article 56(1), second subparagraph f				
752f				(b) extend the deadline laid down by Article 37(3) by 5 years, until 31 December 2045; for those rail-road terminals included in Annexes I and II after the deadline laid down in Article 37(3) has expired, that deadline shall be extended by 5 years after the entry into force of that delegated act.	C
	Article 56(2), first subparagraph				
753	2. A project of common interest concerning infrastructure which is newly included through a			2. A project of common interest concerning infrastructure which is newly included through a	A EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	delegated act adopted pursuant to paragraph 1 in the trans-European transport network shall be eligible for Union financial assistance under the instruments available for the trans-European transport network as from the date of entry into force of those delegated acts.			delegated act adopted pursuant to paragraph 1 in the trans-European transport network shall be eligible for Union financial assistance under the instruments available for the trans-European transport network as from the date of entry into force of ~~those~~ that delegated ~~aets~~ act .	
Article 56(2), second subparagraph					
754	Projects of common interest concerning infrastructure which have been excluded from the trans-European transport network shall cease to be eligible as from the date of entry into force of the delegated acts adopted pursuant to paragraph 1 of this Article. The cessation of eligibility shall not affect financing or grant decisions taken by the Commission before that date.			Projects of common interest concerning infrastructure which have been excluded from the trans-European transport network shall cease to be eligible as from the date of entry into force of the delegated acts adopted pursuant to paragraph 1 of this Article. The cessation of eligibility shall not affect financing or grant decisions taken by the Commission before that date.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 56(3)					
755	3. Subject to Article 172(2) TFEU, the Commission shall be empowered to adopt delegated acts in accordance with Article 60 to amend Annex IV in order to include or adapt indicative maps of transport infrastructure networks of neighbouring countries.			3. Subject to Article 172(2) TFEU, the Commission shall be empowered to adopt delegated acts in accordance with Article 60 to amend Annex IV in order to include or adapt indicative maps of transport infrastructure networks of neighbouring countries. Such delegated acts shall be based on high-level agreements on transport infrastructure networks between the Union and the neighbouring countries concerned.	C - linked to EP AM in lines 738 i to k. EP accepts Council GA.
Article 57					
756	Article 57 Engagement with public and private stakeholders			Article 57 Engagement with public and private stakeholders	B
Article 57, first paragraph					
757	National procedures regarding the involvement		National procedures regarding the involvement	National procedures regarding the involvement	National procedures regarding the involvement

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project. The Commission shall promote the exchange of good practice in this regard, notably as regards the consultation and inclusion of people in situations of vulnerability.		and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project, <i>while respecting the deadlines for those consultations as set in the Smart TEN-T Directive.</i> The Commission shall promote the exchange of good practice in this regard, notably as regards the consultation and inclusion of people in situations of vulnerability.	and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project. The Commission shall promote the exchange of good practice in this regard, notably as regards the consultation and inclusion of people in situations of vulnerability.	and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project. <u>For projects of common interest that fall within the scope of the Smart TEN-T directive, its terms must be respected.</u> The Commission shall promote the exchange of good practice in this regard, notably as regards the consultation and inclusion of people in situations of vulnerability. B Compromise proposal accepted by EP.
Article 58					
758	Article 58 Alignment of national plans with Union transport policy			Article 58 Alignment of national plans with Union transport policy	C
Article 58(1)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
759	1. Member States shall ensure that national transport and investment plans are coherent with Union transport policy, with the priorities and deadlines set out in this Regulation and with the priorities set out in the work plans for the relevant corridors and horizontal priorities for the concerned Member States and with the implementing acts adopted in accordance with Article 54(1).			1. Member States shall ensure that national ~~transport and investment plans~~ plans and programmes contributing to the development of the trans-European transport network are coherent with Union transport policy, with the priorities and deadlines set out in this Regulation. They shall also take into account, inter alia, ~~and with the priorities set out in the work plans for the relevant corridors and horizontal priorities for the concerned Member States and with the implementing acts adopted in accordance with Article 54(1).~~	1. Member States shall ensure that national plans and programmes contributing to the development of the trans-European transport network are coherent with Union transport policy, ~~and~~ with the priorities and deadlines set out in this Regulation. They shall also take into account, inter alia, the priorities set out in the work plans for the relevant corridors and horizontal priorities for the concerned Member States, ~~and where applicable the implementing acts adopted in accordance with Article 54(1) and (2).~~ C
Article 58(2)					
760	2. National investment plans shall include all projects of common interest and related investments		2. National investment plans shall include all projects of common interest and related investments	2. National investment ~~plans shall include all projects of common interest and related investments~~	2. <u>Member States shall provide the Commission with the relevant draft national plan(s) or</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	needed for the timely completion of the network.		needed for the timely completion of the network, <i>including for cross-border projects.</i>	~~needed for the timely completion of the network.~~	<u>programme(s) contributing to the development of the trans-European transport network or an abstract thereof, and any significant modification of those as soon as possible after a public consultation of this plan or programme is launched. The Commission may issue an opinion on the coherence of the draft national plans and programmes with the priorities set out in this Regulation and with the priorities set out in the work plans of the corresponding European Transport Corridor(s) and of the horizontal priorities and in the implementing acts adopted in accordance with Articles 54(1) and (2). The opinion shall not affect the validity of the national plans and programmes and shall not prevent their adoption and application. Member States shall also provide the Commission with the</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					<u>final national plan(s) or programme(s) once adopted.</u> C
Article 58(3)					
761	3. Member States shall notify to the Commission the draft national plans and programmes, or any modification of those, with a view to developing the trans-European transport network, at least twelve months before their adoption. The Commission may issue an opinion no later than six months following the notification by the Member State on the coherence of the draft national plans and programmes with the priorities set out in this Regulation and with the priorities set out in the work plans for the corresponding corridor(s) and of the horizontal		3. Member States shall notify to the Commission the draft national plans and programmes, or any modification of those, with a view to developing the trans-European transport network, at least twelve months before their adoption. The Commission may issue ~~an opinion~~ a decision no later than six months following the notification by the Member State on the coherence of the draft national plans and programmes with the priorities set out in this Regulation and with the priorities set out in the work plans for the corresponding corridor(s) and of the horizontal	3. Member States shall ~~notify to~~ provide the Commission ~~with the relevant~~ the draft national plans and programmes, or any modification of those, with a view to developing plan(s) or programme(s) contributing to the development of the trans-European transport network, at least twelve months before their adoption. The Commission may issue an opinion no later than six months following the notification by the Member State on the coherence of the draft national plans and programmes with the priorities set out in this	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	priorities and in the implementing acts adopted in accordance with Article 54(1). The Member States shall inform the Commission, no later than two months after notification of the opinion, on the measures adopted to address the recommendations set out in the opinion.		priorities and in the implementing acts adopted in accordance with Article 54(1). The Member States shall inform the Commission, no later than two months after notification of the ~~opinion~~ decision , on the measures adopted to address the recommendations ~~set out in the opinion~~ and shall take all the correcting measures before the final adoption of the national plan. Projects within national plans that are not aligned with Union transport policy shall not be considered to be a priority for receiving Union funds.	~~Regulation and with the priorities set out in the work plans for the corresponding corridor(s) and of the horizontal priorities and in the implementing acts adopted in accordance with Article 54(1) or an abstract thereof, and any significant modification of those as soon as possible after a public consultation of this plan or programme is launched.~~ The Member States shall inform the Commission, no later than two months after notification of the opinion, on the measures adopted to address the recommendations set out in the opinion also provide the Commission with the final national plan(s) or programme(s) once adopted.	
Article 59					
G 762	Article 59			Article 59	G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Committee procedure			Committee procedure	
Article 59(1)					
763	1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.			1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	
Article 59(2)					
764	2. For the purpose of Article 22(3) and (5) the Commission shall be assisted by the Committee established pursuant to Article 7 of Council Directive 91/672/EEC¹. ¹ Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway (OJ L 373, 31.12.1991, p. 29).			2. For the purpose of Article 22(3) ~~and (5)~~, the Commission shall be assisted by the Committee established pursuant to Article 7 of Council Directive 91/672/EEC¹. ¹ Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway (OJ L 373, 31.12.1991, p. 29).	A Linked to a numbering correction in Article 22. PRES. will review this line when dealing with Article 22.
Article 59(3)					
765					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	3. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third paragraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.			3. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third paragraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	
Article 60					
766	Article 60 Exercise of delegation			Article 60 Exercise of delegation	
Article 60(1)					
767	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.			1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	
Article 60(2)					
768	2. The power to adopt delegated acts referred to in			2. The power to adopt delegated acts referred to in	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 11(3), 56(1) and (3) shall be conferred on the Commission for a period of five years from [...]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.			Article 11(3), 56(1) and (3) shall be conferred on the Commission for a period of five years from [... the date of the entry into force of this Regulation]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.	A EP accepts Council GA.
Article 60(3)					
769	3. The delegation of powers referred to in Article 11(3), 56(1) and (3) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of			3. The delegation of powers referred to in Article 11(3), 56(1) and (3) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of	A EP accepts Council GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.			the power specified in that decision. It shall take effect the day following the publication of the decision in the <i>Official Journal of the European Union</i> or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.	
Article 60(3a)					
G 769a				3a. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.	B EP accepts Council GA.
Article 60(4)					
G 770	4. As soon as it adopts a delegated act, the			4. As soon as it adopts a delegated act, the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Commission shall notify it simultaneously to the European Parliament and to the Council.			Commission shall notify it simultaneously to the European Parliament and to the Council.	
Article 60(5)					
771	5. A delegated act adopted pursuant to Article 11(3), 56(1) and (3) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of the notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.			5. A delegated act adopted pursuant to Article 11(3), 56(1) and (3) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of the notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.	
Article 61					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
G 772	Article 61 Review			Article 61 Review	
Article 61(1), first subparagraph					
G 773	1. By 31 December 2033, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out an assessment of the implementation of the core network, evaluating in particular its compliance with the requirements of this Regulation.		1. By 31 December ~~2033~~ 2028, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out an assessment of the implementation of the core network, evaluating in particular its compliance with the requirements of this Regulation.	1. By 31 December 2033, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out an assessment of the implementation of the core network, evaluating in particular its compliance with the requirements of this Regulation.	C EP accepts Council GA.
Article 61(1), second subparagraph					
Y 774	The assessment shall take into account the annual status report and the work plans drawn up by the European Coordinators pursuant to Article 51(5), point (e) and Article 53(1) respectively.		The assessment shall take into account the <i>national transport and investment plans</i> , the annual status report and the work plans drawn up by the European Coordinators pursuant to Article 51(5), point (e) and	The assessment shall take into account the annual status report and the work plans drawn up by the European Coordinators pursuant to Article 51(5), point (e) and Article 53(1) respectively.	The assessment shall take into account the ~~annual status report and the work~~ <i>national</i> plans ~~drawn up by the European Coordinators pursuant to Article 51(5), point (e) and~~ <i>and programmes</i>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			Article 53(1) respectively.		<i>referred to in</i> Article ~~53(1)~~ <i>respectively</i> <u>58(1)</u> . B
Article 61(2), first subparagraph					
775	2. By 31 December 2033, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out a review of the implementation of the extended core and the comprehensive network, evaluating:		2. By 31 December ~~2033~~ 2028, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out a review of the implementation of the extended core and the comprehensive network, evaluating:	2. By 31 December 2033, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out a review of the implementation of the extended core and the comprehensive network, evaluating:	C EP accepts Council GA.
Article 61(2), first subparagraph, point (a)					
776	(a) compliance with this Regulation;		(a) compliance with this Regulation, <i>including the degree of compliance with the goals set for 2030, as well as the measures needed to ensure compliance with subsequent targets, such as</i>	(a) compliance with this Regulation;	B If EP AM on line 777 is accepted, EP drops its AM on this line.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>targets for 2040 and 2050.;</i>		
Article 61(2), first subparagraph, point (b)					
777	(b) progress in the implementation of this Regulation;		(b) progress in the implementation of this Regulation, <i>including any significant delays in concrete projects or sections of the network;</i>	(b) progress in the implementation of this Regulation;	(b) progress in the implementation of this Regulation, <u><i>including any potential delays;</i></u> B See also line 717 on delays . EP AM on previous line falls if this compromise is accepted.
Article 61(2), first subparagraph, point (c)					
778	(c) changes in passenger and freight transport flows;			(c) changes in passenger and freight transport flows;	
Article 61(2), first subparagraph, point (d)					
779	(d) developments in national transport infrastructure investment;			(d) developments in national transport infrastructure investment;	
Article 61(2), first subparagraph, point (e)					

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the Union and in individual Member States. The Commission shall also evaluate, in consultation with the Member States, whether the extended core network and the comprehensive network should be modified to take into account developments in transport flows and national investment planning.			the Union and in individual Member States. The Commission shall also evaluate, in consultation with the Member States, whether the extended core network and the comprehensive network should be modified to take into account developments in transport flows and national investment planning.	
	Article 62				
783	Article 62 Delay in completion of the core network, the extended core network and the comprehensive network			Article 62 Delay in completion of the core network, the extended core network and the comprehensive network	
	Article 62(1)				
784	1. In the event of significant delay in starting or completing work on the core network, extended core network and on the comprehensive network compared to the initial		1. In the event of ~~significant~~ delay in starting or completing work on the core network, extended core network and on the comprehensive network compared to the initial	1. In the event of significant delay in starting or completing work on the core network, extended core network and on the comprehensive network ~~compared to the initial~~	1. In the event of significant delay in starting or completing work on the core network, extended core network and on the comprehensive network <u>compared to the initial</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	timeline set in implementing acts in accordance with Article 54 or defined in national transport and investment plans or other relevant project documentation, the Commission may ask the Member State or Member States concerned to provide the reasons for the delay. Such reasons shall be provided by the Member State or Member States within three months of the request. On the basis of the reply given, the Commission shall consult the Member State or Member States concerned in order to resolve the problem that has caused the delay.		timeline set in implementing acts in accordance with Article 54 or defined in national transport and investment plans or other relevant project documentation, as well as delays for projects as set out in Article 5 of the Smart TEN-T Directive, the Commission ~~may~~shall ask the Member State or Member States concerned to provide the reasons for the delay. Such reasons shall be provided by the Member State or Member States within three months of the request. On the basis of the reply given, the Commission shall consult the Member State or Member States concerned in order to resolve the problem that has caused the delay.	~~timeline set in implementing acts in accordance with Article 54 or defined in national transport and investment plans or other relevant project documentation,~~ the Commission may ask the Member State or Member States concerned to provide the reasons for the delay. Such reasons shall be provided by the Member State or Member States within three months of the request. On the basis of the reply given, the Commission shall consult the Member State or Member States concerned in order to resolve the problem that has caused the delay.	<u>expected timeline set in implementing acts adopted pursuant to Article 54</u>, the Commission may ask the Member State or Member States concerned to provide the reasons for the delay. Such reasons shall be provided by the Member State or Member States within three months of the request. On the basis of the reply given, the Commission shall consult the Member State or Member States concerned in order to resolve the problem that has caused the delay. C
Article 62(2)					
y	785	2. In case the delayed section concerns a	2. In case the delayed section concerns a	2. In case the delayed section concerns a	2. In case the delayed section concerns a

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	European Transport Corridor, the European Coordinator shall be involved in view of resolving the problem.		European Transport Corridor, the European Coordinator shall <i>simultaneously to the requirement set out in paragraph 1</i> , be involved in view of resolving the problem.	European Transport Corridor, the European Coordinator shall be involved in view of supporting Member States in resolving the problem.	European Transport Corridor, the European Coordinator shall be involved in view of supporting Member States in resolving the problem. C Text Origin: Council Mandate
Article 62(2a)					
785a			<i>2a. In the event of a significant delay in starting or completing work on the core network, extended core network and on the comprehensive network compared to the initial timeline set in implementing acts referred to in Article 54 of this Regulation or defined in national transport and investment plans or other relevant project documentation, as well as delays for projects as set in Article 5 of the Smart TEN-T Directive, the</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>Commission shall immediately launch an infringement procedure.</i>		
Article 62(2b)					
785b			<i>2b. In the event that the delayed or significantly delayed section concerns a project supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules.</i>		C
Article 62(3), first subparagraph					
786	3. The Commission may, after considering the reasons provided by the Member State or Member States concerned pursuant to the first subparagraph, adopt a decision addressed to the Member State or Member States concerned, finding that the significant		3. The Commission ~~may~~ shall , after considering the reasons provided by the Member State or Member States concerned pursuant to the first subparagraph, adopt a decision addressed to the Member State or Member States concerned, finding that the ~~significant~~	3. Without prejudice to the procedure laid down in Article 258 TFEU and to Article 8(4a) , the Commission may, after considering the reasons provided by the Member State or Member States concerned pursuant to the first subparagraph, adopt a	3. Without prejudice to the procedure laid down in Article 258 TFEU and to Article 8(4a), the Commission may, after considering the reasons provided by the Member State or Member States concerned pursuant to the first paragraph, in case the

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	delay in starting or completing the work on the core network, extended core network or on the comprehensive network is attributable to the Member State or Member States without an objective justification. The Commission shall give the Member State or Member States concerned 6 months to eliminate the significant delay.		delay in starting or completing the work on the core network, extended core network or on the comprehensive network is attributable to the Member State or Member States without an objective justification. The Commission shall give the Member State or Member States concerned 6 months to eliminate the ~~significant~~ delay.	~~decision addressed to the Member State or Member States concerned, finding that~~ paragraph, in case the significant delay in starting or completing the work on the core network, extended core network or on the comprehensive network is attributable to the Member State or Member States without an ~~an~~ objectiveadequate justification. ~~The Commission shall give the Member State or Member States concerned 6 months to eliminate the significant delay,~~ provide the Member State(s) concerned with non-binding recommendations in view of eliminating that delay and/or preventing or reducing further delays.	significant delay in starting or completing the work on the core network, extended core network or on the comprehensive network is attributable to the Member State or Member States without adequate justification, provide the Member State(s) concerned with ~~non-binding~~ recommendations in view of eliminating that delay and/or preventing or reducing further delays. C
Article 62(3), second subparagraph					
787	In case the delayed section concerns a project		<i>In case the delayed section concerns a project</i>	In case the delayed section concerns a project	Identical amendments.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules.		~~supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules.~~ ~~rules deleted~~	supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules.	
Article 63					
G 788	Article 63 Exemptions			Article 63 Exemptions	C - Horizontal issue.
Article 63, first paragraph					
Y 789	The provisions relating to railways, and in particular any requirement to connect airports and ports to railways as well as the provisions related to safe and secure parking and multimodal freight terminals shall not apply to Cyprus, Malta and outermost regions for as long as no railway system is established within their		The provisions relating to railways, and in particular any requirement to connect airports and ports to railways as well as the provisions related to safe and secure parking and multimodal freight terminals shall not apply to Cyprus, Malta, islands and outermost regions for as long as no railway system is established within their	The provisions relating to railways, and in particular any requirement to connect airports and ports to railways as well as the provisions related to ~~safe and secure parking and~~ multimodal freight terminals shall not apply to Cyprus, Malta and outermost regions for as long as no railway system is established within their	The provisions relating to railways, and in particular any requirement to connect airports and ports to railways as well as the provisions related to multimodal freight terminals shall not apply to Cyprus, Malta, <u>islands</u> and outermost regions for as long as no railway system is established within their territory. The provisions

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	territory.		territory.	territory. The provisions relating to safe and secure parking shall not apply to those Member States and regions.	relating to safe and secure parking shall not apply to ~~those Member States and~~ <u>Cyprus, Malta, islands and outermost</u> regions. C Compromise takes on board EP AM.
Article 63, first paragraph a					
789a		'The provisions of Article 16a shall not apply to Ireland.';	<i>Article 16a shall not apply to Ireland.</i>	The provisions related to European standard nominal track gauge for rail in Article 16a shall not apply to islands and outermost regions.	The provisions related to European standard nominal track gauge for rail in Article 16a shall not apply to <u>Ireland</u> , islands and outermost regions. C PRES compromise merges EP and Council positions.
Article 63, first paragraph b					
789b			<i>Article 16a shall not apply to Ireland.</i>		C

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			(See EC amended proposal point 9)		
Article 64					
G 790	Article 64 Amendments to Regulation (EU) 2021/1153			Article 64 Amendments to Regulation (EU) 2021/1153	G
Article 64, first paragraph					
G 791	Annex to Regulation (EU) 2021/1153 is amended in accordance with Annex VI to this Regulation.			Annex to Regulation (EU) 2021/1153 is amended in accordance with Annex VI to this Regulation.	G
Article 65					
792	Article 65 Amendments to Regulation (EU) No 913/2010			Article 65 Amendments to Regulation (EU) No 913/2010	
Article 65, first paragraph					
793	Regulation (EU) No 913/2010 is amended as follows:			Regulation (EU) No 913/2010 is amended as follows:	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, first paragraph, point (1)					
794	(1) in Article 1, paragraph 1 is replaced by the following:			(1) in Article 1, paragraph 1 is replaced by the following:	
Article 65, point (1), amending provision, Article					
794a				. ‘Article 1 Purpose and scope	
Article 65, first paragraph, point (1), amending provision, numbered paragraph (1)					
795	. 1. This Regulation lays down rules for the organisation and management of international rail corridors for competitive rail freight with a view to the development of a European rail network for competitive freight. It sets out rules for the organisation, management and the indicative investment planning of			1. This Regulation lays down rules for the organisation, governance and management of international rail corridors for competitive rail freight with a view to the development of a European rail network for competitive freight. It sets out rules for the organisation, management and the indicative investment planning of freight corridors.	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	freight corridors.				
Article 65, first paragraph, point (1), amending provision, numbered paragraph (1a)					
795a				2. This Regulation shall apply to the governance, management and use of railway infrastructure included in freight corridors, without prejudice to the responsibilities of the Member States regarding planning of and funding of such infrastructure.’	B
Article 65, first paragraph, point (1), amending provision, numbered paragraph (1b)					
795b				(1a) “In Article 2(1), the reference to ‘Article 2 of Directive 2001/14/EC’ is replaced by a reference to ‘Article 3 of Directive 2012/34/EU’”.	B
Article 65, first paragraph, point (2)					
796	(2) in Article 2, paragraph			(2) in Article 2, paragraph	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	2 is replaced by the following:			2 is replaced by the following:	
Article 65, first paragraph, point (2), amending provision, numbered paragraph (2), first subparagraph					
797	2. In addition to the definitions referred to in paragraph 1:			2. In addition to the definitions referred to in paragraph 1:	
Article 65, first paragraph, point (2), amending provision, numbered paragraph (2), first subparagraph, point (a)					
798	(a) ‘freight corridor’ means the freight railway lines of the European Transport Corridor as defined in Article 11(1) of Regulation [... new TEN-T Regulation]* and of Annex III to that Regulation, including the railway infrastructure and its equipment and relevant rail services in accordance with Article 5 of Directive 2001/14/EC;			(a) ‘freight corridor’ means the freight railway lines, of the European Transport Corridor as defined in Article 11(1) of Regulation [... new TEN-T Regulation]* and of Annex III to that Regulation, including the railway infrastructure and its equipment and relevant rail services in accordance with ~~Article 5 of Directive 2001/14/EC~~ 2012/34/EU ;	A
Article 65, first paragraph, point (2), amending provision, numbered paragraph (2), first subparagraph, point (b)					
799	(b) ‘implementation plan’			(b) ‘implementation plan’	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	means the document presenting the means, the strategy and the measures that the parties concerned intend to implement which are necessary and sufficient to organise and manage the freight corridor;			means the document presenting the means, the strategy and the measures that the parties concerned intend to implement which are necessary and sufficient to organise and manage the freight corridor;	
Article 65, first paragraph, point (2), amending provision, numbered paragraph (2), first subparagraph, point (c)					
800	(c) ‘terminal’ means the installation provided along the freight corridor which has been specially arranged to allow either the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries;			(c) ‘terminal’ means the installation provided along the freight corridor which has been specially arranged to allow either the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries;	
Article 65, first paragraph, point (2), amending provision, numbered paragraph (2), first subparagraph, point (d)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
801	(d) 'European Coordinator' means the Coordinator referred to in Article 51 of Regulation [... new TEN-T Regulation].			(d) 'European Coordinator' means the Coordinator referred to in Article 51 of Regulation [... new TEN-T Regulation].	
Article 65, first paragraph, point (2), amending provision, numbered paragraph (2), second subparagraph					
802	* Regulation [...]			* Regulation [...]	
Article 65, first paragraph, point (3)					
803	(3) the Title of Chapter II is replaced by the following:			(3) the Title of Chapter II is replaced by the following:	
Article 65, first paragraph, point (3), amending provision, first paragraph					
804	‘ORGANISATION AND MANAGEMENT OF THE FREIGHT CORRIDORS’			‘ORGANISATION AND MANAGEMENTGOVERNANCE OF THE FREIGHT CORRIDORS’	B
Article 65, first paragraph, point (4)					
805					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(4) Article 3 is replaced by the following:			(4) Article 3 is replaced by the following:	
Article 65, first paragraph, point (4), amending provision, first paragraph					
806	Article 3			Article 3	
Article 65, first paragraph, point (4), amending provision, second paragraph					
807	Organisation and management of freight corridors			Organisation and ~~management~~ governance of freight corridors	B
Article 65, first paragraph, point (4), amending provision, numbered paragraph (1)					
808	1. Organisation and management of freight corridors is subject to rules on governance, investment planning, allocation of railway infrastructure capacity and traffic management, in accordance with this Regulation.			1. ~~Organisation and management of freight corridors is subject to rules on governance, investment planning, allocation of railway infrastructure capacity and traffic management, in accordance with this Regulation.~~	B
Article 65, first paragraph, point (4), amending provision, numbered paragraph (2)					
809	2. From the date of entry			2. From the date of entry	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	into force of Regulation [... new TEN-T Regulation] or in the event of an amendment of the alignment of a European Transport Corridor pursuant to Article 11(3) of that Regulation, Member States and infrastructure managers responsible for the freight corridor part of that European Transport Corridor shall adjust the organisation and management of the freight corridor within 12 months of the date of the change.			into force of Regulation [... new TEN-T Regulation] or in the event of an amendment of the alignment of a European Transport Corridor pursuant to Article 11(3) of that Regulation, Member States and infrastructure managers responsible for the freight corridor part of that European Transport Corridor shall adjust the ~~organisation and management~~ governance of the freight corridor within ~~12~~ 18 months of the date of the change. In duly justified cases and after the agreement of the Commission, the period may be extended to 24 months. The executive board and the management board of the freight corridor shall adopt the measures necessary to adjust organisation and management of the corridor in accordance with Articles 9 to 19 to the	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				new geographical alignment.	
Article 65, first paragraph, point (4), amending provision, numbered paragraph (2a)					
809a				3. The executive board of a freight corridor may decide to address administrative, operational and interoperability aspects of international passenger rail services on the corridor. The provisions set out in Articles 11 and 14 shall not apply to these services.'	
Article 65, first paragraph, point (5)					
810	(5) Articles 4 to 7 are deleted.			(5) Articles 4 to 7 are deleted.	
Article 65, first paragraph, point (6)					
811	(6) Article 8 is amended as follows:			(6) Article 8 is amended as follows:	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, first paragraph, point (6)(a)					
812	(a) in paragraph 1, the following sentence is added:			(a) in paragraph 1, the following sentence is added:	
Article 65, first paragraph, point (6)(a), amending provision, first paragraph					
813	‘ The executive board shall regularly assess the consistency between the general objectives and the objectives defined by the management board in accordance with Article 9(1), point (c). ’			‘ The executive board shall regularly assess the consistency between the general objectives and the objectives defined by the management board in accordance with Article 9(1), point (c). ’	
Article 65, first paragraph, point (6)(a), amending provision, first paragraph a					
813a				(aa) in paragraph 2, the reference to “Article 14(2) of Directive 2001/14/EC” is replaced by a reference to “Article 7(2) of Directive 2012/34/EU”.	B
Article 65, first paragraph, point (6)(a), amending provision, first paragraph b					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
813b				(ab) the following paragraph 2a is added:	C
Article 65, first paragraph, point (6)(a), amending provision, first paragraph c					
813c				A Member State which made use of Article 5(4) of this Regulation, in its initial version, may decide that, for a period not exceeding 10 years from the [date of entry into force of the revised TEN-T Regulation], the infrastructure manager(s) responsible for the railway infrastructure on its territory shall not participate in the management board set up pursuant to paragraph 2 of this Article. The Member State concerned shall notify without delay the Commission and the other Member States participating in the freight corridor concerned of its decision.	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, first paragraph, point (6)(a), amending provision, first paragraph d					
813d				In that case, the Member State and the infrastructure manager concerned shall cooperate with the management board where necessary for the execution of the functions of that board.	C
Article 65, first paragraph, point (6)(a), amending provision, first paragraph e					
813e				A Member State making use of the first subparagraph of this paragraph may, at any time thereafter during the 10 year-period referred therein, decide that the infrastructure manager(s) responsible for the railway infrastructure on its territory shall participate in the management board set up pursuant to paragraph 2 of this Article. It shall notify without delay the Commission and the other Member States	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				participating in the freight corridor concerned of its decision.	
Article 65, first paragraph, point (6)(a), amending provision, first paragraph f					
813f				(ac) the following paragraph 2a is added:	C
Article 65, first paragraph, point (6)(a), amending provision, first paragraph g					
813g				Ireland may decide that the representatives of its authorities and the infrastructure manager(s) responsible for the railway infrastructure on its territory shall not participate in the executive board and/or in the management board set up pursuant to paragraphs 1 and 2 of this Article. Ireland shall notify without delay the Commission and the other Member States participating in the freight corridor concerned of its decision.	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, first paragraph, point (6)(a), amending provision, first paragraph h					
813h				In that case, the authorities and the infrastructure manager(s) concerned shall cooperate with the executive board and the management board where necessary for the execution of the functions of those boards.	C
Article 65, first paragraph, point (6)(a), amending provision, first paragraph i					
813i				Ireland may, at any time thereafter decide that the representatives of its authorities and the infrastructure manager(s) responsible for the railway infrastructure on its territory shall participate in the executive board and/or the management board set up pursuant to paragraphs 1 and 2 of this Article. It shall notify without delay the Commission and the	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				other Member States participating in the freight corridor concerned of its decision.	
Article 65, first paragraph, point (6)(a), amending provision, first paragraph j					
813j				(ad) Paragraph 4 is replaced by the following:	B
Article 65, first paragraph, point (6)(a), amending provision, first paragraph k					
813k				The executive board shall take its decisions on the basis of mutual consent of the representatives of the authorities of the Member States concerned participating in that board.	B
Article 65, point (6)(ae), first subparagraph					
813l				(ae) paragraph 5 is replaced by the following:	
Article 65, first paragraph, point (6)(a), amending provision, first paragraph l					
813m					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				‘5. The management board shall take its decisions, including decisions regarding its legal status, the establishment of its organisational structure, resources and staffing, on the basis of mutual consent of the infrastructure managers concerned participating in that board. The management board may be an independent legal entity. It may take the form of a European economic interest grouping within the meaning of Council Regulation (EEC) No 2137/85 of 25 July 1985 on the European Economic Interest Grouping (EEIG).’	B
Article 65, first paragraph, point (6)(a), amending provision, first paragraph m					
813n				(af) in paragraph 6, the reference to “Article 4(2) of Directive 91/440/EEC”	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				is replaced by a reference to “Article 4(2) of Directive 2012/34/EU”.	
Article 65, first paragraph, point (6)(b)					
814	(b) paragraph 7 is replaced by the following:			(b) paragraph 7 is replaced by the following:	
Article 65, first paragraph, point (6)(b), amending provision, numbered paragraph (7)					
815	‘ 7. The management board shall set up an advisory group made up of managers and owners of the terminals of the freight corridor including, where necessary, sea and inland waterway ports. This advisory group may issue an opinion on any proposal by the management board which has direct consequences for investment and the management of terminals. It may also issue own-initiative opinions. The management board shall take any of these opinions into account. In the event of			‘ 7. -The management board shall set up an advisory group made up of managers and owners of the terminals of the freight corridor including, where necessary, sea and inland waterway ports. This advisory group may issue an opinion on any proposal by the management board which has direct consequences for investment and the management of terminals. It may also issue own-initiative opinions. The management board shall take any of these opinions into account. In the event of	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	disagreement between the management board and the advisory group, the latter may refer the matter to the executive board and to the European Coordinator concerned by the freight corridor. The executive board and the European Coordinator concerned by the freight corridor shall act as an intermediary and provide its opinion in due time. The final decision however shall be taken by the management board.			disagreement between the management board and the advisory group, the latter may refer the matter to the executive board. The executive board shall inform and to the European Coordinator concerned by the freight corridor. The executive board and the European Coordinator concerned by the freight corridor shall act as an intermediary and provide its opinion and shall act as an intermediary and issue and an opinion on the matter in due time. The European Coordinator concerned may also issue an opinion on the matter in due time. The final decision however shall be taken by the management board.'	
Article 65, first paragraph, point (6)(c)					
816	(c) in paragraph 8, the following sentence is			(c) in paragraph 8, the following sentence is	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	added:			added:	
Article 65, first paragraph, point (6)(c), amending provision, first paragraph					
817	‘ In the event of disagreement between the management board and the advisory group, the latter may refer the matter to the executive board and to the European Coordinator concerned by the freight corridor. The executive board or the European Coordinator concerned by the freight corridor shall act as an intermediary and provide its opinion in due time. The final decision shall be taken by the management board. ’			‘ In the event of disagreement between the management board and the advisory group, the latter may refer the matter to the executive board. The executive board shall inform and to the European Coordinator concerned by the freight corridor. The executive board or the European Coordinator and the regulatory bodies referred to in Article 55 of Directive 2012/34, concerned by the freight corridor. The executive board shall act as an intermediary and ~~provide~~ issue an opinion on the matter in due time. The European Coordinator concerned may also issue an opinion on the matter in due time. The final decision shall be taken by	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				the management board.’	
Article 65, first paragraph, point (6)(d)					
818	(d) the following paragraph 10 is added:			(d) the following paragraph 10 is added:	
Article 65, first paragraph, point (6)(d), amending provision, numbered paragraph (10)					
819	‘ 10. The executive board and the management board shall cooperate with the European Coordinator concerned by the freight corridor to support the development of rail freight traffic along the corridor.’			‘ 10. -The executive board and the management board shall cooperate with the European Coordinator concerned by the freight corridor to support the development of rail freight traffic along the corridor.’	
Article 65, first paragraph, point (7)					
820	(7) Article 9 is replaced by the following:			(7) Article 9 is replaced by the following:	
Article 65, first paragraph, point (7), amending provision, first paragraph					
821	‘			‘	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article 9			Article 9	
Article 65, first paragraph, point (7), amending provision, second paragraph					
822	Measures for developing the freight corridor			Measures for developing the freight corridor	
Article 65, first paragraph, point (7), amending provision, numbered paragraph (1), first subparagraph					
823	1. The management board shall draw up and publish an implementation plan at the latest six months before making the freight corridor operational. The management board shall consult the advisory groups referred to in Article 8(7) and 8(8) on the draft implementation plan. The management board shall submit the implementation plan for approval to the executive board.			1. The management board shall draw up and publish an implementation plan at the latest six months before making the freight corridor operational. The management board shall consult the advisory groups referred to in Article 8(7) and 8(8) on the draft implementation plan. The management board shall submit the implementation plan for approval to the executive board.	
Article 65, first paragraph, point (7), amending provision, numbered paragraph (1), second subparagraph					
824	This plan shall include:			This plan shall include:	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, first paragraph, point (7), amending provision, numbered paragraph (1), second subparagraph, point (a)					
825	(a) a description of the characteristics of the freight corridor, including bottlenecks, and the programme of measures necessary to improve its organisation and management;			(a) a description of the characteristics of the freight corridor, including bottlenecks, and the programme of measures necessary to improve its organisation and management;	
Article 65, first paragraph, point (7), amending provision, numbered paragraph (1), second subparagraph, point (b)					
826	(b) the essential elements of the study referred to in paragraph 3;			(b) the essential elements of the study referred to in paragraph 3;	
Article 65, first paragraph, point (7), amending provision, numbered paragraph (1), second subparagraph, point (c)					
827	(c) the objectives for the freight corridors, in particular in terms of performance of the freight corridor expressed as the quality of the service and the capacity of the freight corridor in accordance with the provisions of Article 19 of this Regulation, and, where relevant, quantitative			(c) the objectives for the freight corridors, in particular in terms of performance of the freight corridor expressed as the quality of the service and the capacity of the freight corridor in accordance with the provisions of Article 19 of this Regulation, and, where relevant, quantitative	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	or qualitative targets relating to these objectives. The objectives and the targets shall take into account the requirements set out in Article 18 of Regulation [... new TEN-T Regulation];			or qualitative targets relating to these objectives. The objectives and the targets shall take into account the requirements set out in Article 18 of Regulation [... new TEN-T Regulation];	
Article 65, first paragraph, point (7), amending provision, numbered paragraph (1), second subparagraph, point (d)					
828	(d) the measures to implement the provisions of Articles 12 to 19 and the measures to improve the performance of the freight corridor, based on the results of the assessment referred to in Article 19(3), with a view to achieve the objectives and targets referred to in point (c).			(d) the measures to implement the provisions of Articles 12 to 19 and the measures to improve the performance of the freight corridor, based on the results of the assessment referred to in Article 19(3), with a view to achieve the objectives and targets referred to in point (c).	
Article 65, first paragraph, point (7), amending provision, numbered paragraph (1), second subparagraph, point (e)					
829	(e) the views and assessment of the advisory groups referred to in Article 8(7) and 8(8) with respect to corridor development.			(e) the views and assessment of the advisory groups referred to in Article 8(7) and 8(8) with respect to corridor development.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, first paragraph, point (7), amending provision, numbered paragraph (1), second subparagraph, point (f)					
830	(f) a summary of the cooperation and the results of the consultation referred to in Article 11, including the opinions of the advisory groups referred to in Articles 8(7) and 8(8) and a summary of the responses of other stakeholders.			(f) a summary of the cooperation and the results of the consultation referred to in Article 11, including the opinions of the advisory groups referred to in Articles 8(7) and 8(8) and a summary of the responses of other stakeholders.	
Article 65, first paragraph, point (7), amending provision, numbered paragraph (1), third subparagraph					
831	When drawing up the implementation plan, the management board shall take into account the objectives and measures contained in the work plan of the European Coordinator, referred to in Article 53 of Regulation [... new TEN-T Regulation]. The implementation plan shall include a reference to the elements of the work plan which are relevant for rail freight traffic along the corridor.			When drawing up the implementation plan, the management board shall take into account the objectives and measures contained in the work plan of the European Coordinator, referred to in Article 53 of Regulation [... new TEN-T Regulation]. The implementation plan shall include a reference to the elements of the work plan which are relevant for rail freight traffic along the corridor.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, first paragraph, point (7), amending provision, numbered paragraph (1), fourth subparagraph					
832	The management board shall regularly review and adjust the targets referred to in point (c) and the measures referred to in point (d), based on the assessment referred to in Article 19(3) following the consultation of the advisory groups referred to in Article 8(7) and 8(8) and the European Coordinator.			The management board shall regularly review and adjust the targets referred to in point (c) and the measures referred to in point (d), based on the assessment referred to in Article 19(3) following the consultation of the advisory groups referred to in Article 8(7) and 8(8) and the European Coordinator.	
Article 65, first paragraph, point (7), amending provision, numbered paragraph (2)					
833	2. The management board shall periodically, at least every four years, review the implementation plan taking into account progress made in its implementation, the rail freight market on the freight corridor and performance measured in accordance with the objectives referred to in point (c) of paragraph 1.			2. The management board shall periodically, at least every four years, review the implementation plan taking into account progress made in its implementation, the rail freight market on the freight corridor and performance measured in accordance with the objectives referred to in point (c) of paragraph 1.	
Article 65, first paragraph, point (7), amending provision, numbered paragraph (3)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
834	3. The management board shall carry out and periodically update a transport market study relating to the observed and expected changes in the traffic on the freight corridor, covering the different types of traffic, both regarding the transport of freight and the transport of passengers. This study shall also review, where necessary, the socio-economic costs and benefits stemming from the development of the freight corridor.		‘ ~~3. The management board shall carry out and periodically update a transport market study relating to the observed and expected changes in the traffic on the freight corridor, covering the different types of traffic, both regarding the transport of freight and the transport of passengers. This study shall also review, where necessary, the socio-economic costs and benefits stemming from the development of the freight corridor.~~ ’,	3. The management board shall carry out and periodically update a transport market study relating to the observed and expected changes in the traffic on the freight corridor, covering the different types of traffic, both regarding the transport of freight and the transport of passengers. This study shall also review, where necessary, the socio-economic costs and benefits stemming from the development of the freight corridor.	
Article 65, first paragraph, point (7), amending provision, numbered paragraph (4)					
835	4. The implementation plan shall take into account the development of terminals, including the market and prospective analysis on multimodal freight terminals as well as			4. The implementation plan shall take into account the development of terminals, including the market and prospective analysis on multimodal freight terminals as well as	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the action plans of the Member States of the freight corridor, referred to in Article 35(3) and (4) of Regulation [... new TEN-T Regulation].			the action plans of the Member States of the freight corridor, referred to in Article 35(3) and (4) of Regulation [... new TEN-T Regulation].	
Article 65, first paragraph, point (7), amending provision, numbered paragraph (5)					
836	5. The management board shall, as appropriate, take measures to cooperate with regional and/or local administrations in respect of the implementation plan.			5. The management board shall, as appropriate, take measures to cooperate with regional and/or local administrations in respect of the implementation plan.	
Article 65, first paragraph, point (8)					
837	(8) Article 11 is replaced by the following:			(8) Article 11 is replaced by the following:	
Article 65, first paragraph, point (8), amending provision, first paragraph					
838	Article 11			Article 11	
Article 65, first paragraph, point (8), amending provision, second paragraph					
839					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Investment planning			Investment planning	
Article 65, first paragraph, point (8), amending provision, numbered paragraph (1)					
840	1. The executive board and the management board of a freight corridor shall cooperate with the European Coordinator concerned by the freight corridor in relation to the infrastructure and investments needs resulting from the rail freight traffic to support the drawing up of the work plan referred to in Article 53 of Regulation (EU) [... new TEN-T Regulation].			1. The executive board and the management board of a freight corridor shall cooperate with the European Coordinator concerned by the freight corridor in relation to the infrastructure and investments needs resulting from the rail freight traffic to support the drawing up of the work plan referred to in Article 53 of Regulation (EU) [... new TEN-T Regulation].	
Article 65, first paragraph, point (8), amending provision, numbered paragraph (2)					
841	2. The management board shall consult the advisory groups referred to in Articles 8(7) and 8(8) on infrastructure development and investment needs. The consultation shall be based on an adequate, up-to-date documentation of the			2. The management board shall consult the advisory groups referred to in Articles 8(7) and 8(8) on infrastructure development and investment needs. The consultation shall be based on an adequate, up-to-date documentation of the	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	infrastructure planning at corridor and national level. The executive board shall ensure adequate coordination between these consultation activities and the coordination mechanisms at national level as defined in Article 7e of Directive 2012/34/EU.			infrastructure planning at corridor and national level. Opinions by the advisory groups on investment shall be substantiated with sufficient justification. The executive board shall ensure adequate coordination between these consultation activities and the coordination mechanisms at national level as defined in Article 7e of Directive 2012/34/EU.	
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3)					
842	3. The cooperation and the consultation shall address in particular:		‘ 3. The cooperation and the consultation between all parties shall address in particular:	3. The cooperation and the consultation shall address in particular:	
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (a)					
843	(a) capacity needs of rail freight transport relevant for infrastructure and investment planning taking			(a) capacity needs of rail freight transport relevant for infrastructure and investment planning, in	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	into account the need for capacity pursuant to Article 14(2) and any infrastructure declared congested pursuant to Article 47 of Directive 2012/34/EU;			particular as regards freight trains with a length of no less than 740 m , taking into account the need for capacity pursuant to Article 14(2) and any infrastructure declared congested pursuant to Article 47 of Directive 2012/34/EU;	
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (b)					
844	(b) TEN-T infrastructure requirements relevant for rail freight transport as defined in Chapters II and III of Regulation (EU) [... new TEN-T Regulation], in particular as regards the capacity needs for freight trains with a length of no less than 740 m;			(b) TEN-T infrastructure requirements relevant for rail freight transport as defined in Chapters II and III of Regulation (EU) [... new TEN-T Regulation], ~~in particular as regards the capacity needs for freight trains with a length of no less than 740 m;~~	B - Linked to previous line.
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (c)					
845	(c) need for targeted investments to remove local bottlenecks, such as connecting loops, improvements to nodes and		(c) need for targeted investments to upgrade infrastructure according to the TEN-T requirements and to remove local	(c) need for targeted investments to remove local bottlenecks, ~~such as connecting loops,~~ improvements to nodes and	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	last-mile infrastructure or technical equipment enhancing operational performance.		bottlenecks, such as connecting loops, improvements to nodes and last-mile infrastructure or technical equipment enhancing operational performance.'	last-mile infrastructure or technical equipment enhancing operational performance.'	
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (ca)					
845a				(8a) A new Article 12a is added:	Identical to Article 18 of the original COM proposal.
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cb)					
845b				<i>'Article 12a</i>	Identical to Article 18 of the original COM proposal.
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cc)					
845c				Operational requirements for the Rail Freight Corridors	Identical to Article 18 of the original COM proposal.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					proposal.
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cd)					
845d				1. The executive board in close cooperation with management board shall make all the possible efforts to ensure that, by 31 December 2030, the quality of services provided to railway undertakings and technical and operational requirements for infrastructure use do not prevent the operational performance of rail freight services along the freight corridors from meeting the following target values:	c
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (ce)					
845e				(a) for each internal cross-border section the dwelling time of all freight trains crossing the border between two	c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Member States does not exceed 25 minutes on average, except at the sections where a change of track gauge takes place or where the checks carried out at a border where the controls have not yet been lifted on trains in application of point 1.2 of Annex VI of Regulation (EU) 2016/399¹ do not allow for this time-limit to be complied with. Dwelling time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing, irrespective of procedures or considerations of infrastructural, operational, technical and administrative nature. Dwelling time does not include the time that cannot be attributed to the border crossing, such as operational procedures carried out in facilities	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				located in the proximity of the border crossing but not intrinsically related to it; 1. Regulation (EU) 2016/399 of the European Parliament and of the Council of 9 March 2016 on a Union Code on the rules governing the movement of persons across borders (Schengen Borders Code) OJ L 77, 23.3.2016, p. 1–52.	
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cf)					
845f				(b) at least 75% of the freight trains crossing at least one border of a freight corridor arrive at their destination, or at the external Union border if their destination is outside the Union, at their scheduled time or with a delay of less than 30 minutes by reasons that are attributable to the infrastructure manager(s) of the Union. Delays occurred in and attributable to third countries that are crossed	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				by freight trains shall not be taken into account.	
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cg)					
845g				2. Deleted.'	C
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (ch)					
845h				(8b) Article 13 is amended as follows:	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (ci)					
845i				(a) in paragraph 3, the reference to “Directive 2001/14/EC” is replaced by a reference to “Directive 2012/34/EU”	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cj)					
845j				(b) in paragraph 4:	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (ck)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
845k				(i) the reference to “Article 14(2) of Directive 2001/14/EC” is replaced by a reference to “Article 7(2) of Directive 2012/34/EU”;	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cl)					
845l				(ii) the reference to “Article 13 and Chapter III of that Directive” is replaced by a reference to “Article 38 and Chapter IV, Section 3, of that Directive”.	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cm)					
845m				(8c) Article 14 is amended as follows:	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cn)					
845n				(a) in paragraph 1, the reference to “Article 14(1) of Directive 2001/14/EC” is replaced by a reference	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				to “Article 39 of Directive 2012/34/EU”	
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (co)					
845o				(b) in paragraph 3:	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cp)					
845p				(i) the reference to “Article 15 of Directive 2001/14/EC” is replaced by a reference to “Article 40 of Directive 2012/34/EU”;	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cq)					
845q				(ii) the reference to “Annex III of Directive 2001/14/EC” is replaced by a reference to “Annex VII of Directive 2012/34/EU”. (c) in paragraph 5, the reference to “Article 23 of Directive 2001/14/EC” is replaced by a reference to	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				“Article 48 of Directive 2012/34/EU”.	
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cr)					
845r				(c) in paragraph 5, the reference to “Article 23 of Directive 2001/14/EC” is replaced by a reference to “Article 48 of Directive 2012/34/EU”.	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cs)					
845s				(d) in paragraph 8, the reference to “Article 19(1) of Directive 2001/14/EC” is replaced by a reference to “Article 44(1) of Directive 2012/34/EU”;	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (ct)					
845t				(e) in paragraph 10, the reference to “Article 14(2) of Directive 2001/14/EC” is replaced by a reference to “Article 7(2) of Directive 2012/34/EU”.	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cu)					
845u				(8d) In Article 15:	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cv)					
845v				(a) the reference to “Article 16(1) of Directive 2001/14/EC” is replaced by a reference to “Article 41(1) of Directive 2012/34/EU”;	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cw)					
845w				(b) the reference to “Article 10(5) of Directive 91/440/EEC” is replaced by a reference to “Article 28 Directive 2012/34/EU”;	B
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cx)					
845x				(8e) In Article 17(2), the reference to “Article 3 of Directive 2001/14/EC” is replaced by a reference to “Article 27 of Directive	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				2012/34/EU".	
Article 65, first paragraph, point (8), amending provision, numbered paragraph (3), point (cy)					
845y				(8f) In Article 18, point a), the reference to "Article 3 of Directive 2001/14/EC" is replaced by a reference to "Article 27 of Directive 2012/34/EU".	B
Article 65, first paragraph, point (9)					
846	(9) Article 19 is replaced by the following:			(9) Article 19 is replaced by the following:	
Article 65, first paragraph, point (9), amending provision, first paragraph					
847	Article 19			Article 19	
Article 65, first paragraph, point (9), amending provision, second paragraph					
848	Quality of service on the freight corridor			Quality of service on the freight corridor	
Article 65, first paragraph, point (9), amending provision, numbered paragraph (1)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
849	1. The management board of the freight corridor shall promote compatibility between the performance schemes along the freight corridor, as referred to in Article 35 of Directive 2012/34/EU.			1. The management board of the freight corridor shall promote compatibility between the performance schemes along the freight corridor, as referred to in Article 35 of Directive 2012/34/EU.	
Article 65, first paragraph, point (9), amending provision, numbered paragraph (2)					
850	2. The management board shall monitor the performance of services provided by the infrastructure managers to applicants in fulfilment of their essential functions, as far as in the scope of Articles 12 to 18, and of rail freight services on the freight corridor. Performance monitoring shall be carried out in qualitative and quantitative terms, where appropriate based on performance indicators relating to the objectives and targets of the freight corridor defined in			2. The management board shall monitor the performance of services provided by the infrastructure managers to applicants in fulfilment of their essential functions, as far as in the scope of Articles 12 to 18, and of rail freight services on the freight corridor. Performance monitoring shall be carried out in qualitative and quantitative terms, where appropriate based on performance indicators relating to the objectives and targets of the freight corridor defined in	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	accordance with point (c) of Article 9(1). The management board shall consult the advisory groups referred to in Article 8(7) and 8(8) and the European Coordinator on relevant performance indicators.			accordance with point (c) of Article 9(1). The management board shall consult the advisory groups referred to in Article 8(7) and 8(8) and the European Coordinator on relevant performance indicators.	
Article 65, first paragraph, point (9), amending provision, numbered paragraph (3)					
851	3. The management board shall assess the results of the performance monitoring with respect to the objectives and targets defined in accordance with point (c) of Article 9(1) and to the operational requirements referred to in Article 18 of Regulation [... new TEN-T Regulation]..			3. The management board shall assess the results of the performance monitoring with respect to the objectives and targets defined in accordance with point (c) of Article 9(1) and to the operational requirements referred to in Article ~~18 of Regulation [... new TEN-T Regulation]~~ 12a.	A
Article 65, first paragraph, point (9), amending provision, numbered paragraph (4)					
852	4. The management board shall prepare and publish an annual report presenting the results of the activities carried out pursuant to this			4. The management board shall prepare and publish an annual report presenting the results of the activities carried out pursuant to this	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Article. It shall present the views and assessment of performance by the advisory groups referred to in Article 8(7) and 8(8) in a dedicated section of the report. The management board shall submit the annual report for approval to the executive board.			Article. It shall present the views and assessment of performance by the advisory groups referred to in Article 8(7) and 8(8) in a dedicated section of the report. The management board shall submit the annual report for approval to the executive board.’	
Article 65, first paragraph, point (9), amending provision, numbered paragraph (4a)					
852a				(9a) Article 20 is amended as follows:	B
Article 65, first paragraph, point (9), amending provision, numbered paragraph (4b)					
852b				(a) In paragraph 1:	B
Article 65, first paragraph, point (9), amending provision, numbered paragraph (4c)					
852c				(i) the reference to “Article 30 of Directive 2001/14/EC” is replaced by a reference to “Article 55 of Directive	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				2012/34/EU”;	
Article 65, first paragraph, point (9), amending provision, numbered paragraph (4d)					
852d				(ii) the second sentence is replaced by the following: “In particular, they shall ensure non-discriminatory access to the corridor and shall be responsible for the appeal provided for under 56(1) of that Directive.”	B
Article 65, first paragraph, point (9), amending provision, numbered paragraph (4e)					
852e				(b) In paragraph 6, the reference to “Article 15(1) of Directive 2001/14/EC” is replaced by a reference to “Article 40(1) and (2) of Directive 2012/34/EU.	B
Article 65, first paragraph, point (9), amending provision, numbered paragraph (4f)					
852f				(9b) Article 21 is deleted.	B
Article 65, first paragraph, point (10)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
853	(10) Articles 22 and 23 are replaced by the following:			(10) Articles 22 and 23 are replaced by the following:	
Article 65, first paragraph, point (10), amending provision, first paragraph					
854	‘ Article 22			‘ Article 22	
Article 65, first paragraph, point (10), amending provision, second paragraph					
855	Monitoring implementation			Monitoring implementation	
Article 65, first paragraph, point (10), amending provision, third paragraph					
856	Every four years from the time of the establishment of a freight corridor, the executive board referred to in Article 8(1) shall present to the Commission the results of the implementation plan for that corridor. The Commission shall analyse those results and notify the Committee referred to in Article 21 of its analysis.’		‘ Every ~~four~~ two years from the time of the establishment of a freight corridor, the executive board referred to in Article 8(1) shall present to the Commission the results of the implementation plan for that corridor. The Commission shall analyse those results and notify the Committee referred to in Article 21 of its analysis.’	Every four years from the time of the establishment of a freight corridor, the executive board referred to in Article 8(1) shall present to the Commission the results of the implementation plan for that corridor. The Commission shall analyse those results and notify the Committee referred to in Article 62 of Directive 2012/34 ~~Article 21~~ of its analysis.’	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, first paragraph, point (10), amending provision, fourth paragraph					
857	Article 23			Article 23	
Article 65, first paragraph, point (10), amending provision, fifth paragraph					
858	Report			Report	
Article 65, first paragraph, point (10), amending provision, sixth paragraph					
859	The Commission shall periodically examine the application of this Regulation. It shall submit a report to the European Parliament and the Council, at the latest two years after entry into force of this Regulation and every four years thereafter.			The Commission shall periodically examine the application of this Regulation. It shall submit a report to the European Parliament and the Council, at the latest two years after entry into force of this Regulation and every four years thereafter.’	
Article 65, first paragraph, point (11)					
860	(11) the Annex to this Regulation is deleted.			(11) the Annex to this Regulation is deleted.	
Article 66					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
861	Article 66 Repeal			Article 66 Repeal	
Article 66, first paragraph					
862	Regulation (EU) No 1315/2013 is repealed with effect from [date of entry into force of this Regulation].			Regulation (EU) No 1315/2013 is repealed with effect from [date of entry into force of this Regulation].	
Article 66, second paragraph					
863	References to the repealed Regulation (EU) No 1315/2013 shall be construed as references to this Regulation and shall be read in accordance with the correlation table in Annex VII.			References to the repealed Regulation (EU) No 1315/2013 shall be construed as references to this Regulation and shall be read in accordance with the correlation table in Annex VII.	
Article 67					
864	Article 67 Entry into force			Article 67 Entry into force	
Article 67, first paragraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
G	865	This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.		This Regulation shall enter into force on the twentieth day following that of its publication in the <i>Official Journal of the European Union</i> Official Journal of the European Union.	G
Article 67, second paragraph					
G	866	This Regulation shall be binding in its entirety and directly applicable in all Member States.		This Regulation shall be binding in its entirety and directly applicable in all Member States.	G
Formula					
G	867	Done at Strasbourg,		Done at Strasbourg,	G
Formula					
G	868	For the European Parliament		For the European Parliament	G
Formula					
G	869	The President		The President	G

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Formula					
870	For the Council			For the Council	
Formula					
871	The President			The President	
Annex I, part 2/23					
871a			<i>Annex I, part 2/23 Add the following to the core network: - Galati as Rail-Road Terminal (RRT)</i>		
Annex I, part 2/23					
871b			<i>Annex I, part 2/23 Add the following to the core network: - Buzau - Galati</i>		
Annex I, part 3/23					
871c			<i>Annex I, part 3/23 Add the following to the core network: - Craiova - Caracal -</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>Alexandria - București</i>		
Annex I, part 3/23					
871d			<i>Annex I, part 3/23 Add the following to comprehensive network: - Craiova - Pitești</i>		
Annex I, part 9/23					
871e			<i>Annex I, part 9/23 Add the following to comprehensive network: - Colmar - Freiburg rail passengers line</i>		
Annex I, part 9/23					
871f			<i>Annex I, part 9/23 Add the following to the comprehensive network: - Haguenau - Roeschwoog - Rastatt rail passengers line</i>		
Annex I, part 11/23					
871g			<i>Annex I, part 11/23 Add</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>the following to the comprehensive network:</i> <i>- Zwolle (NL) - Münster (DE) rail passenger line</i>		
Annex I, part 11/23					
871h			<i>Annex I, part 11/23 Add the following to the comprehensive network:</i> <i>- Railway from Emmen (NL) to Rheine (DE)</i>		
Annex I, part 11/23					
871i			<i>Annex I, part 11/23 Add the following to the extended core network:</i> <i>- Amsterdam (NL) - Groningen (NL) - Bremen (DE) rail passenger line</i>		
Annex I, part 11/23					
871j			<i>Annex I, part 11/23 Add the following to the Extended Core network:</i> <i>- Include the railway connection 'Lelylijn' from Amsterdam to Groningen</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			(NL)		
Annex I, part 12/23					
871k			<i>Annex I, part 12/23 Add the following to the comprehensive network:</i> - Berlin – Küstrin-Kietz – Kostrzyn rail freight line (conventional/ new construction)		
Annex I, part 12/23					
871l			<i>Annex I, part 12/23 Add the following to the comprehensive network:</i> - Karlsruhe (DE) Wörth - Lauterbourg (FR)- Strasbourg (FR)		
Annex I, part 12/23					
871m			<i>Annex I, part 12/23 Add the following to the core network:</i> - Nürnberg - Amberg - Furth im Wald rail freight line (conventional/new construction)		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, part 12/23					
871n			<i>Annex I, part 12/23 Add the following to the core network:</i> - Lübeck – Travemünde Skandinavienkai rail freight line (conventional/new construction)		
Annex I, part 12/23					
871o			<i>Annex I, part 12/23 Add the following to the core network:</i> - Neumünster – Bad Oldesloe rail freight line (conventional/new construction)		
Annex I, part 12/23 and part 13/23					
871p			<i>Annex I, 12/23,13/23 Add the following to the comprehensive network:</i> - Colmar-Freiburg rail passenger line (conventional/new		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			construction)		
Annex I, part 12/23 and part 13/23					
871q			<i>Annex I, 12/23,13/23 Add the following to the comprehensive network: - Rastatt-Hagenau rail passenger line (conventional/new construction)</i>		
Annex I, part 13/23					
871r			<i>Annex I, part 13/23 Add the following to the extended core network: - Berlin - Kostrzyn(conventional / new construction)</i>		
Annex I, part 13/23					
871s			<i>Annex I, part 13/23 Add the following to the extended core network: - Amsterdam (NL) - Groningen (NL) - Bremen (DE) rail passenger line</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, part 13/23					
871t			<i>Annex I, part 13/23 Add the following to the core network:</i> - Nürnberg - Amberg - Furth im Wald rail passenger line (conventional/new construction)		
Annex I, part 16/23					
871u			<i>Annex I, part 16/23 Add the following to the core network:</i> - Zaragoza-Tardienta (freight rail)		
Annex I, part 16/23					
871v			<i>Annex I, part 16/23 Add the following to the core network:</i> - Zaragoza-Lleida-Tarragona (freight/conventional)		
Annex I, part 16/23					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
871w			<i>Annex I, part 16/23 Add the following to the core network:</i> - Santiago - Vigo - Ourense (rail freight / $\geq$ 200 km/h / New Constr.)		
Annex I, part 16/23					
871x			<i>Annex I, part 16/23 Add the following to the core network:</i> - El Ferrol - A Coruña (rail freight / $\geq$ 200 km/h.) - El Ferrol - Lugo - Monforte (rail freight / $\geq$ 200 km/h.)		
Annex I, part 16/23 and part 17/23					
871y			<i>Annex I, 16/23,17/23 Add the following to the extended core network:</i> - Astorga – Zamora – Salamanca – Plasencia (passenger and freight rail / New Constr.)		
Annex I, part 16/23 and part 17/23					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
871z			<i>Annex I, 16/23,17/23</i> <i>Add the following to the core network:</i> <i>- Alicante - San Isidro (freight and passenger/≥ 200 km/h)</i>		
Annex I, part 16/23 and part 17/23					
871aa			<i>Annex I, 16/23,17/23</i> <i>Add the following to the core network:</i> <i>- Port of Bahía de Cádiz</i>		
Annex I, part 16/23 and part 17/23					
871ab			<i>Annex I, 16/23,17/23</i> <i>Add the following to the comprehensive network:</i> <i>- Granada – Motril (passenger and freight rail / Conventional / New Constr.)</i>		
Annex I, part 16/23 and part 17/23					
871ac			<i>Annex I, 16/23,17/23</i> <i>Add high speed for rail freight and passenger to</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>the following to the core network: Pamplona (ES)- Eztkio/Itxaso (ES)</i>		
Annex I, part 16/23 and part 17/23					
871ad			<i>Annex I, 16/23,17/23 Add the following to the extended core network: - Pau - Huesca (freight and passenger)</i>		
Annex I, part 16/23 and part 17/23					
871ae			<i>Annex I, 16/23,17/23 Add high speed for rail freight and passenger to the following to the core network: Bilbao (ES)-Santander (ES)</i>		
Annex I, part 17/23					
871af			<i>Annex I, part 17/23 Add the following to the core network: - Santiago - Ourense (passenger rail/ ≥ 200</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			km/h)		
Annex I, part 17/23					
871ag			<i>Annex I, part 17/23 Add the following to the core network:</i> - <i>Utrera- Granada-Almería (passenger and freight rail/ ≥ 200 km/h)</i>		
Annex I, part 17/23					
871ah			<i>Annex I, part 17/23 Add the following to the core network:</i> - <i>Medina del Campo – Salamanca – Fuentes de Oñoro (passenger rail / ≥ 200 km/h)</i> - <i>Madrid – Adanero – Tordesillas – Benavente – Ponferrada – Lugo – A Coruña (Road)</i> - <i>Astorga – León – Carrión de los Condes – Burgos (Road)- Port of Bahía de Cádiz</i> - <i>Vigo - Porto (passenger rail/ ≥ 200 km/h)</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, part 17/23					
871ai			<i>Annex I, part 17/23 Add the following to the extended core network:</i> - Sevilla – Huelva – Faro (passenger rail / ≥ 200 km/h / New Constr.) - Córdoba - Jaén – Granada (Conventional) - Madrid – Alcázar de San Juan – Jaén (Conventional) - Bilbao – Santander (passenger and freight rail / ≥ 200 km/h / New Constr.)		
Annex I, part 18/23					
871aj			<i>Annex I, part 18/23 Add the following to the core network:</i> - Bussoleno - Avigliana (≥ 200 km/h) - Orbassano - Torino S.Paolo (≥ 200 km/h)		
Annex I, part 18/23					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
871ak			<i>Annex I, part 18/23 Add the following to the core network:</i> - Bologna – Ancona (≥ 200 km/h)		
Annex I, part 18/23					
871al			<i>Annex I, part 18/23 Add the following to the extended core network:</i> - Ancona – Foggia (≥ 200 km/h)		
Annex I, part 18/23 and 19/23					
871am			<i>Annex I, 18/23,19/23 Add the following to the extended core network:</i> - Zagreb (HR) - Maribor (SI) - Graz (AT) railfreight / passenger (conventional/new construction)		
Annex I, part 18/23 and 19/23					
871an			<i>Annex I, 18/23,19/23 Add the following to the</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>comprehensive network:</i> - Pula - Buzet (HR) - Divača (SI) - Trieste (IT) rail freight/passenger line Lupoglav – Buzet - state border (SI) - Prešnica (SI)		
Annex I, part 18/23 and 19/23					
871ao			<i>Annex I, 18/23,19/23</i> Add the following to the core network: - Battipaglia - Praia a mare rail freight line and rail passenger line		
Annex I, part 18/23 and 19/23					
871ap			<i>Annex I, 18/23,19/23</i> Add the following to the core network: - Bolzano and Rovereto rail freight bypasses (conventional).		
Annex I, part 18/23 and 19/23					
871aq			<i>Annex I, 18/23,19/23</i> Add the following to the comprehensive network:		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			- Caltanissetta - Marsala/Agrigento/Licata/Gela/Pozzallo rail freight line, rail passengers' line (conventional)		
Annex I, part 19/23					
871ar			Annex I, part 19/23 Add the following to the core network: - Bussoleno - Avigliana (≥ 200 km/h) - Orbassano - Torino S.Paolo (≥ 200 km/h)		
Annex I, part 19/23					
871as			Annex I, part 19/23 Add the following to the core network: - Bologna – Ancona (≥ 200 km/h)		
Annex I, part 19/23					
871at			Annex I, part 19/23 Add the following to the extended core network: - Ancona – Foggia ($\geq$		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			200 km/h)		
Annex I, part 19/23					
871au			<i>Annex I, part 19/23</i> <i>Include the following sections as high-speed ($\geq$ 250 km/h) rail passengers lines:</i> - Milano – Treviglio (core network) - Treviglio – Verona (core network)		
Annex I, part 19/23					
871av			<i>Annex I, part 19/23 Add the following to the extended core network:</i> - Bari - Brindisi - Lecce passengers rail line (conventional) - Bologna - Foggia passengers rail line (high speed) - Pisa – Roma passengers rail line (conventional) - Rosignano Marittimo - Civitavecchia motorway.		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex I, part 19/23					
87law			<i>Annex I, part 19/23 Add the following to the comprehensive network: Rijeka - Divača (SI) - Trieste (IT) road connection Kanfanar – Umag – State border - (SI) road connection</i>		
Annex I, part 21/23					
87lax			<i>Annex I, part 21/23 Add the following to the core network: - Craiova-Caracal-Alexandria-București Add Galati as Rail-Road Terminal</i>		
Annex I, part 21/23					
87lay			<i>Annex I, part 21/23 Add the following to comprehensive network - Craiova - Pitești</i>		
Annex II, table, section AT					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
871az			<i>Annex II, table, AT Node Name: Klagenfurt Rail road terminals: core (Villach -Fürnitz)</i>		
Annex II, table, section DE					
871ba					
Annex II, table, section DE					
871bb					
Annex II, table, section DE					
871bc					
Annex II, table, section DE					
871bd					
Annex 57					
871be					
Annex 58					
871bf					
Annex 59					
871bg					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex 60					
871bh					
Annex 61					
871bi					
Annex 62					
871bj					
Annex II, table, section AT					
871bk					
Annex 64					
871bl					
Annex 65					
871bm					
Annex 66					
871bn					
Annex V					
872	Annex V			Annex V	Annex V

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					Text Origin: Council Mandate
Annex V, first paragraph					
873	SUSTAINABLE URBAN MOBILITY PLANNING REQUIREMENTS FOR URBAN NODES			SUSTAINABLE URBAN MOBILITY PLANNING REQUIREMENTS GUIDE LINES FOR URBAN NODES	SUSTAINABLE URBAN MOBILITY PLANNING GUIDELINES FOR URBAN NODES EP accepts Council position to change 'Requirements' to 'Guidelines'. Text Origin: Council Mandate
Annex V, second paragraph					
874	This annex sets out the requirements for urban nodes for the development of Sustainable Urban Mobility Plans.			This annex sets out the ~~requirements~~ guidelines for urban nodes for the development of Sustainable Urban Mobility Plans.	This annex sets out the guidelines for urban nodes for the development of Sustainable Urban Mobility Plans. Text Origin: Council Mandate EP accepts Council position.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex V, point 1.					
875	1. Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) shall have as central goal improving accessibility of the functional urban area and providing high-quality, safe and sustainable low-emission mobility to, through and within the functional urban area. It shall notably support zero-emission mobility and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of zero-emission vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes.		1. Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) shall have as central goal improving accessibility of the functional urban area to all users, with particular attention to persons with disabilities or reduced mobility, and providing ~~high-quality, safe~~ high-quality, safe, accessible, affordable and sustainable ~~low-emission~~ mobility to, through and within the functional urban area. It shall notably support ~~zero-emission~~ zero- and low-emission mobility, including active mode and public transport, and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of	1. ~~Goals and objectives~~ Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) ~~shall~~ should have as central goal improving accessibility of the functional urban area and providing high-quality, safe and sustainable low-emission mobility to, through and within the functional urban area. It ~~shall~~ should notably support zero-emission mobility and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of zero-emission vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of	1. ~~Goals and objectives~~ Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) should have as central goal improving ~~accessibility of~~ accessibility for all users, including people with disabilities or reduced mobility, and providing high-quality, safe and sustainable low-emission mobility ~~to~~, through and within the functional urban area, taking into account the role that public transport and active mobility can play to this end. It should notably support ~~zero-emission~~ zero and low emission mobility and the implementation of an urban transport system, which contributes to a better overall performance of the trans-European transport network, in particular through the

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			~~zero-emission~~ zero- and low-emission vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes-	multimodal freight terminals serving urban nodes.	development of infrastructure for the seamless circulation of ~~zero-emission~~ zero and low emission vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes. PRES. compromise proposal accepting most of the EP's amendments but keeping the wording in "should" terms.
Annex V, point 2.					
876	2. Long-term vision and short-term implementation plan: A SUMP shall include a – or be linked to an existing – long term strategy for the future development of transport infrastructure and multi-modal services. It shall also include a delivery plan for the short-term		2. Long-term vision and short-term implementation plan: A SUMP shall include a – or be linked to an existing – long term strategy, including in financial terms , for the future development of transport infrastructure and multi-modal services. It shall also include a delivery	2. Long-term vision and short-term implementation plan Long-term vision and short-term implementation plan: A SUMP ~~shall~~ should include a – or be linked to an existing – long term strategy for the future development of transport infrastructure and multi-modal services. It	2. ~~Long-term vision and short-term implementation plan~~ Long-term vision and short-term implementation plan : A SUMP should include a – or be linked to an existing – long term strategy for the future development of transport infrastructure and multi-modal services. It should

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	implementation of the strategy. It shall be embedded into an integrated approach for sustainable development of the urban area and linked to relevant land-use and spatial planning.		plan for the short-term implementation of the strategy. It shall be embedded into an integrated approach for sustainable and accessible development of the urban area and linked to relevant land-use and spatial planning.	~~shall~~ should also include a delivery plan for the short-term implementation of the strategy. It ~~shall~~ should be embedded into an integrated approach for sustainable development of the urban area and linked to relevant land-use and spatial planning.	also include a delivery plan for the short-term implementation of the strategy. It should be embedded into an integrated approach for sustainable development of the urban area and linked to relevant land-use and spatial planning. <u>Both long term vision and short-term implementation plan should also be addressed in financial terms directly in the SUMP or, alternatively, by reference to other existing higher-level or related planning, without prejudging financial commitments.</u>
Annex V, point 3.					
877	3. Integration of the different modes of transport: A SUMP shall promote multimodal transport through the integration of the different modes and measures aimed at facilitating seamless and		3. Integration of the different modes of transport: A SUMP shall promote multimodal accessible transport through the integration of the different modes and measures aimed at	3. Integration of the different modes of transport Integration of the different modes of transport: A SUMP ~~shall~~ should promote multimodal transport through the integration of	3. ~~Integration of the different modes of transport~~ <u>Integration of the different modes of transport</u> : A SUMP should promote multimodal transport through the integration of the different

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	sustainable mobility. It shall include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility, and, as appropriate, inland waterway and maritime transport. It shall also include actions to promote zero-emission mobility, in particular with regard to the greening of the urban fleet, to reduce congestion and to improve road safety in particular of vulnerable road users.		facilitating seamless and sustainable mobility. It shall include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility , shared mobility, and, as appropriate, inland waterway and maritime transport. It shall also include actions to promote ~~zero-emission~~ zero- and low-emission mobility, in particular with regard to the greening of the urban fleet, to reduce congestion, to improve accessibility for all users and to improve road safety in particular of vulnerable road users, in accordance with Union road safety standards, including for active modes.	the different modes and measures aimed at facilitating seamless and sustainable mobility. It ~~shall~~ should include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility, and, as appropriate, inland waterway and maritime transport. It ~~shall~~ should also include actions to promote zero-emission mobility, in particular with regard to the greening of the urban fleet, to reduce congestion and to improve road safety in particular of vulnerable road users.	modes and measures aimed at facilitating <u>accessible</u> , seamless and sustainable mobility. It should include actions to increase the modal share of the more sustainable forms of transport such as public transport, <u>shared mobility</u> , active mobility, and, as appropriate, inland waterway and maritime transport. It should also include actions to promote ~~zero-emission~~ <u>zero and low emission</u> mobility, in particular with regard to the greening of the urban fleet, <u>to improve accessibility for all users, to</u> reduce congestion, <u>as well as</u> ~~and~~ to improve road safety in <u>accordance with Union road safety standards, in particular of vulnerable road users including, where relevant, active modes</u> users.
Annex V, point 4.					
Y	878				Y

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	4. Effective functioning of TEN-T: A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of zero-emission vehicles. It shall in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T.		4. Effective functioning of TEN-T: A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of ~~zero-emission~~ zero- and low-emission vehicles. It shall in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T.	4. Effective functioning of TEN-T Effective functioning of TEN-T: A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of zero-emission vehicles. It ~~shall~~ should in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T.	4. ~~Effective functioning of TEN-T~~ Effective functioning of TEN-T : A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of ~~zero-emission~~ zero and low emission vehicles. It should in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T.
Annex V, point 5.					
879	5. Participatory approach: The development and implementation of a SUMP shall be based on an integrated approach with a		5. Participatory approach: The development and implementation of a SUMP shall be based on an integrated approach with a	5. Participatory approach Participatory approach: The development and implementation of a SUMP ~~shall~~ should be	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	high level of cooperation, coordination and consultation between the different levels of government and relevant authorities. Citizens as well as representatives of civil society and economic actors shall also be involved.		high level of cooperation, coordination and consultation between the different levels of government and relevant authorities, <i>in particular urban transport authorities</i> . Citizens, <i>accessibility experts</i> , as well as representatives of civil society and economic actors shall also be <i>actively</i> involved. <i>Cooperation between urban and regional authorities shall be established, where relevant, in order to increase accessibility and connectivity between urban and rural areas.</i>	based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities. Citizens as well as representatives of civil society and economic actors ~~shall~~ should also be involved.	
Annex V, point 6.					
880	6. Monitoring and performance indicators: A SUMP shall include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at		6. Monitoring and performance indicators: A SUMP shall include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at	6. Monitoring and performance indicators Monitoring and performance indicators: A SUMP ~~shall~~ should include objectives, targets and indicators underpinning the current and future	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	minimum, on greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility services, as well as data on air and noise pollution in cities. The implementation of a SUMP shall be monitored using performance indicators. Member States and the relevant authorities shall implement mechanisms to ensure that a SUMP is in line with the provisions of this Annex and of high quality.		minimum, on greenhouse gas emissions, improved management of traffic flows, congestion, accidents and injuries, modal share and access to mobility services for all users, as well as data on air and noise pollution in cities. The implementation of a SUMP shall be monitored using performance indicators. Member States and the relevant authorities shall implement mechanisms to ensure that a SUMP is in line with the provisions of this Annex and of high quality. The Commission shall, in collaboration with the national SUMP contact point, regularly monitor the proper implementation of SUMPs, foster exchange of best practices and may issue recommendations in case of non-compliance with the minimum requirements and standards.	performance of the urban transport system, ~~at minimum, on greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility services, as well as data on air and noise pollution in cities. The~~ Its implementation of a SUMP shall ~~should~~ be monitored using performance indicators. ~~Member States and the relevant authorities shall implement mechanisms to ensure that a SUMP is in line with the provisions of this Annex and of high quality.~~	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex VI					
881	Annex VI			Annex VI	
Annex VI, first paragraph					
882	Amendments to Regulation (EU) 2021/1153			Amendments to Regulation (EU) 2021/1153	
Annex VI, second paragraph					
883	Part III of the Annex to Regulation (EU) 2021/1153 is amended as follows:			Part III of the Annex to Regulation (EU) 2021/1153 is amended as follows:	
Annex VI, third paragraph					
884	(1) the title is replaced by the following:			(1) the title is replaced by the following:	
Annex VI, third paragraph, amending provision, first paragraph					
885	‘ CROSS-BORDER AND MISSING LINKS; ’,			‘ CROSS-BORDER AND MISSING LINKS; ’,	
Annex VI, fourth paragraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
886	(2) point 1 is amended as follows:			(2) point 1 is amended as follows:	
Annex VI, fourth paragraph, point (a)					
887	(a) the title is replaced by the following:			(a) the title is replaced by the following:	
Annex VI, fourth paragraph, point (a), amending provision, first paragraph					
888	‘ Indicative lists of pre-identified cross-border missing links and missing links; ’,			‘ Indicative lists of pre-identified cross-border missing links and missing links; ’,	
Annex VI, fourth paragraph, point (b)					
889	(b) the first row with the title ‘Core network corridor “Atlantic”’ and the second row containing its alignment is deleted;			(b) the first row with the title ‘Core network corridor “Atlantic”’ and the second row containing its alignment is deleted;	
Annex VI, fourth paragraph, point (c)					
890	(c) the fifth row with the			(c) the fifth row with the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	title ‘Core network corridor “Baltic – Adriatic”’ and the sixth row containing its alignment is deleted;			title ‘Core network corridor “Baltic – Adriatic”’ and the sixth row containing its alignment is deleted;	
Annex VI, fourth paragraph, point (d)					
891	(d) the ninth row with the title ‘Core network corridor “Mediterranean”’ and the tenth row containing its alignment is deleted;			(d) the ninth row with the title ‘Core network corridor “Mediterranean”’ and the tenth row containing its alignment is deleted;	
Annex VI, fourth paragraph, point (e)					
892	(e) the thirteenth row with the title ‘Core network corridor “North Sea – Baltic”’ and the fourteenth row containing its alignment is deleted;			(e) the thirteenth row with the title ‘Core network corridor “North Sea – Baltic”’ and the fourteenth row containing its alignment is deleted;	
Annex VI, fourth paragraph, point (f)					
893	(f) the seventeenth row with the title ‘Core network corridor “North Sea – Mediterranean”’ and the eighteenth row containing its alignment is deleted;			(f) the seventeenth row with the title ‘Core network corridor “North Sea – Mediterranean”’ and the eighteenth row containing its alignment is deleted;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex VI, fourth paragraph, point (g)					
894	(g) the twenty-first row with the title ‘Core network corridor “Orient/East-Med”’ and the twenty-second row containing its alignment is deleted;			(g) the twenty-first row with the title ‘Core network corridor “Orient/East-Med”’ and the twenty-second row containing its alignment is deleted;	
Annex VI, fourth paragraph, point (h)					
895	(h) the twenty-fifth row with the title ‘Core network corridor “Rhine – Alpine”’ and the twenty-sixth row containing its alignment is deleted;			(h) the twenty-fifth row with the title ‘Core network corridor “Rhine – Alpine”’ and the twenty-sixth row containing its alignment is deleted;	
Annex VI, fourth paragraph, point (i)					
896	(i) the thirtieth row with the title ‘Core network corridor “Rhine – Danube”’ and the thirty-first row containing its alignment is deleted;			(i) the thirtieth row with the title ‘Core network corridor “Rhine – Danube”’ and the thirty-first row containing its alignment is deleted;	
Annex VI, fourth paragraph, point (j)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
897	(j) the thirty-fifth row with the title ‘Core network corridor “Scandinavian – Mediterranean”’ and the thirty-sixth row containing its alignment is deleted.		(j) the thirty-fifth row with the title ‘Core network corridor “Scandinavian – Mediterranean”’ and the thirty-sixth row containing its alignment is deleted; <i>following the thirty-seventh row containing the cross-border links on that corridor, insert a new row adding the "Missing link" "Villa San Giovanni – Messina (fixed link)" for "Road/Rail";</i>	(j) the thirty-fifth row with the title ‘Core network corridor “Scandinavian – Mediterranean”’ and the thirty-sixth row containing its alignment is deleted.	
Annex VII					
898	Annex VII			Annex VII Annex VII not displayed correctly, to be discussed separately No changes in Council mandate to COM proposal.	
Annex VII, first paragraph					
899					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Correlation table			Correlation table	
Annex VII, Table 1, Column 1, Row 1					
900	Regulation (EU) 1315/2013			Regulation (EU) 1315/2013	
Annex VII, Table 1, Column 1, Row 2					
901	Article 1			Article 1	
Annex VII, Table 1, Column 1, Row 3					
902	Article 2			Article 2	
Annex VII, Table 1, Column 1, Row 4					
903	Article 3			Article 3	
Annex VII, Table 1, Column 1, Row 5					
904	Article 4			Article 4	
Annex VII, Table 1, Column 1, Row 6					
905	Article 5			Article 5	
Annex VII, Table 1, Column 1, Row 7					

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906	Article 36			Article 36	
Annex VII, Table 1, Column 1, Row 8					
907	Article 6			Article 6	
Annex VII, Table 1, Column 1, Row 9					
908	Article 43			Article 43	
Annex VII, Table 1, Column 1, Row 10					
909	Article 7			Article 7	
Annex VII, Table 1, Column 1, Row 11					
910	Article 8			Article 8	
Annex VII, Table 1, Column 1, Row 12					
911	Article 9(1)			Article 9(1)	
Annex VII, Table 1, Column 1, Row 13					
912	Article 38(1)			Article 38(1)	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Annex VII, Table 1, Column 1, Row 14					
913	Article 41(1)			Article 41(1)	
Annex VII, Table 1, Column 1, Row 15					
914	Article 9(2) and 38(3)			Article 9(2) and 38(3)	
Annex VII, Table 1, Column 1, Row 16					
915	Article 44			Article 44	
Annex VII, Table 1, Column 1, Row 17					
916					
Annex VII, Table 1, Column 1, Row 18					
917	Article 10				
Annex VII, Table 1, Column 1, Row 19					
918					
Annex VII, Table 1, Column 1, Row 20					
919	Article 11				

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Annex VII, Table 1, Column 1, Row 21					
920	Article 12(2)				
Annex VII, Table 1, Column 1, Row 22					
921	Article 12(3)				
Annex VII, Table 1, Column 1, Row 23					
922	Article 39(2)(a) (i), (ii) and (iv)				
Annex VII, Table 1, Column 1, Row 24					
923	Article 39(2)(a) (iii)				
Annex VII, Table 1, Column 1, Row 25					
924					
Annex VII, Table 1, Column 1, Row 26					
925	Article 13				

