



Council of the  
European Union

Brussels, 2 May 2023  
(OR. en)

8884/23

LIMITE

TRANS 170  
CODEC 745

---

---

**Interinstitutional File:  
2021/0420(COD)**

---

---

**NOTE**

From:	General Secretariat of the Council
To:	Delegations
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 - Four-column document

Delegations will find attached the first draft of the four-column document containing the articles of the above proposal. An additional column has been added with the provisions of the amended Commission proposal as the second column.

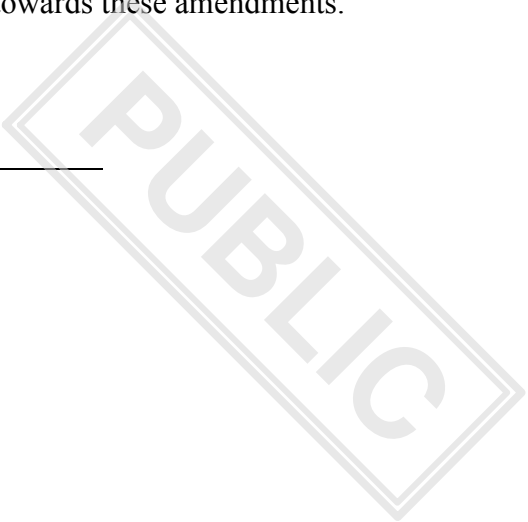
The suggested Council position is based on the General Approach (doc. 15664/22).

The last (fifth) column suggests a preliminary classification of issues into three categories of political importance, as evaluated by the Presidency:

- "A" is an editorial issue;
- "B" is a technical issue that can be resolved in the technical meetings; and
- "C" is a major policy question.

Delegations are invited to examine the classification and also the amendments of the European Parliament and indicate, where possible, their flexibility towards these amendments.

\_\_\_\_\_



**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
Formula					
1	2021/0420 (COD)			2021/0420 (COD)	
Proposal Title					
2	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)			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)	
Formula					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
3	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,			THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	
Citation 1					
4	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 172 thereof,			Having regard to the Treaty on the Functioning of the European Union, and in particular Article 172 thereof,	
Citation 2					
5	Having regard to the proposal from the European Commission,			Having regard to the proposal from the European Commission,	
Citation 3					
6	After transmission of the draft legislative act to the national parliaments,			After transmission of the draft legislative act to the national parliaments,	
Citation 4					
7	Having regard to the			Having regard to the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	opinion of the European Economic and Social Committee <sup>1</sup> , <u>1. OJ C [...].</u>			opinion of the European Economic and Social Committee <sup>1</sup> , <u>1. OJ C [...].</u>	
Citation 5					
8	Having regard to the opinion of the Committee of the Regions <sup>1</sup> , <u>1. OJ C [...].</u>			Having regard to the opinion of the Committee of the Regions <sup>1</sup> , <u>1. OJ C [...].</u>	
Citation 6					
9	Acting in accordance with the ordinary legislative procedure,			Acting in accordance with the ordinary legislative procedure,	
Formula					
10	Whereas:			Whereas:	
Recital 1					
11	(1) The Commission Communication ‘The European Green Deal’ <sup>1</sup> of			(1) The Commission Communication ‘The European Green Deal’ <sup>1</sup> of	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>December 2019 sets a climate neutrality objective to be achieved by the Union by 2050 as well as a clear objective to reduce net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels. Those objectives are set as a target in Regulation (EU) 2021/1119 of the European Parliament and of the Council<sup>2</sup>.</p> <p>1. Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions ‘The European Green Deal’, COM(2019)640 final. 2. Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 (OJ L 243, 9.7.2021, p. 1).</p>			<p>December 2019 sets a climate neutrality objective to be achieved by the Union by 2050 as well as a clear objective to reduce net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels. Those objectives are set as a target in Regulation (EU) 2021/1119 of the European Parliament and of the Council<sup>2</sup>.</p> <p>1. Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions ‘The European Green Deal’, COM(2019)640 final. 2. Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 (OJ L 243, 9.7.2021, p. 1).</p>	
Recital 2					
12	(2) Transport emissions			(2) Transport emissions	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>represent around 25% of the Union's total greenhouse gas emissions, and these emissions have increased over recent years. The European Green Deal therefore calls for a 90% reduction in greenhouse gas emissions from transport in order for the Union to become a climate-neutral economy by 2050, while working towards the zero-pollution ambition<sup>1</sup>.</p> <p>1. Commission Communication "Pathway to a Healthy Planet for All EU Action Plan: 'Towards Zero Pollution for Air, Water and Soil'" of 12 May 2021, COM(2021)400 final.</p>			<p>represent around 25% of the Union's total greenhouse gas emissions, and these emissions have increased over recent years. The European Green Deal therefore calls for a 90% reduction in greenhouse gas emissions from transport in order for the Union to become a climate-neutral economy by 2050, while working towards the zero-pollution ambition<sup>1</sup>.</p> <p>1. Commission Communication "Pathway to a Healthy Planet for All EU Action Plan: 'Towards Zero Pollution for Air, Water and Soil'" of 12 May 2021, COM(2021)400 final.</p>	
Recital 3					
13	<p>(3) The Sustainable and Smart Mobility Strategy<sup>1</sup> sets out milestones to show the European transport system's path towards achieving the objectives of a sustainable, smart and resilient mobility. It envisages that rail freight</p>		<p>(3) The Sustainable and Smart Mobility Strategy<sup>1</sup> sets out milestones to show the European transport system's path towards achieving the objectives of a sustainable, smart and resilient mobility. It envisages that rail freight</p>	<p>(3) <b>The Commission Communication on</b> the Sustainable and Smart Mobility Strategy<sup>1</sup> sets out milestones to show the European transport system's path towards achieving the objectives of a sustainable, smart and</p>	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>traffic should increase its market share by 50% by 2030 and double by 2050; transport by inland waterways and short sea shipping should increase its market share by 25% by 2030 and by 50% by 2050; traffic on high-speed rail should double by 2030 and triple by 2050; at least 30 million zero-emission cars and 80,000 zero-emission trucks should be in operation on Union roads by 2030, and nearly all cars, vans and buses and new heavy-duty vehicles should be zero-emission by 2050; scheduled collective travel under 500 km should be carbon-neutral by 2030 within the Union; by 2030, there should be at least 100 climate-neutral cities in Europe.</p> <p>1. Communication from the Commission to the European Parliament, the Council, the European Economic And Social Committee and the Committee of the Regions ‘Sustainable and Smart Mobility Strategy – putting</p>		<p>traffic should increase its market share by 50% by 2030 and double by 2050; transport by inland waterways and short sea shipping should increase its market share by 25% by 2030 and by 50% by 2050; traffic on high-speed rail should double by 2030 and triple by 2050; at least 30 million zero-emission cars and 80,000 zero-emission trucks should be in operation on Union roads by 2030, and nearly all cars, vans and buses and new heavy-duty vehicles should be <del>zero-emission</del> <b>zero- and low-emission</b> by 2050; scheduled collective travel under 500 km should be carbon-neutral by 2030 within the Union; by 2030, there should be at least 100 climate-neutral cities in Europe.</p> <p>1. Communication from the Commission to the European Parliament, the Council, the European Economic And Social</p>	<p>resilient mobility. It envisages that rail freight traffic should increase its market share by 50% by 2030 and double by 2050; transport by inland waterways and short sea shipping should increase its market share by 25% by 2030 and by 50% by 2050; traffic on high-speed rail should double by 2030 and triple by 2050; at least 30 million zero-emission cars and 80,000 zero-emission trucks should be in operation on Union roads by 2030, and nearly all cars, vans and buses and new heavy-duty vehicles should be zero-emission by 2050; scheduled collective travel under 500 km should be carbon-neutral by 2030 within the Union; by 2030, there should be at least 100 climate-neutral cities in Europe.</p> <p>1. Communication from the Commission to the European Parliament, the Council, the European Economic And Social</p>	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	European transport on track for the future', COM(2020)789 final.		Committee and the Committee of the Regions 'Sustainable and Smart Mobility Strategy – putting European transport on track for the future', COM(2020)789 final.	Committee and the Committee of the Regions 'Sustainable and Smart Mobility Strategy – putting European transport on track for the future', COM(2020)789 final.	
Recital 4					
14	(4) The realisation of the trans-European transport network creates the enabling conditions in terms of infrastructure basis allowing to make all transport modes more sustainable, affordable and inclusive, to make sustainable alternatives widely available in a multimodal transport system and to put in place the right incentives to drive the transition, notably by ensuring a fair transition, in line with the objectives presented in the Council Recommendation (EU) [...] of [...] on ensuring a fair transition towards climate neutrality.		(4) The realisation of the trans-European transport network creates the enabling conditions in terms of infrastructure basis allowing to make all transport modes more sustainable, affordable and inclusive <b><i>in all regions of the Union</i></b> , to make sustainable alternatives widely available in a multimodal transport system and to put in place the right incentives to drive the transition, notably by ensuring a fair transition, in line with the objectives presented in the Council Recommendation (EU) [...] of [...] on ensuring a fair transition towards climate neutrality.	(4) The realisation of the trans-European transport network creates the enabling conditions in terms of infrastructure basis allowing to make all transport modes more sustainable, affordable and inclusive, to make sustainable alternatives widely available in a multimodal transport system and to put in place the right incentives to drive the transition, notably by ensuring a fair transition, in line with the objectives presented in the Council Recommendation (EU) [...] of [...] <b>16 June 2022</b> on ensuring a fair transition towards climate neutrality <sup>1</sup> .  <sup>1</sup> . [ST 9107/22], (OJ C 243, 27.06.2022, p. 35).	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 5					
15	(5) The planning, development and operation of the trans-European transport network should enable sustainable forms of transport, provide for improved multimodal and interoperable transport solutions and for an enhanced intermodal integration of the entire logistic chain, thereby contributing to a smooth functioning of the internal market by creating the arteries that are necessary for smooth passenger and freight transport flows across the Union. In addition, the network should aim at strengthening economic, social and territorial cohesion by ensuring accessibility and connectivity for all regions of the Union, including a better connectivity of the outermost regions and other		(5) The planning, development and operation of the trans-European transport network should enable sustainable forms of transport, provide for improved multimodal and interoperable transport solutions and for an enhanced intermodal integration of the entire logistic chain, <b><i>with rail as its backbone</i></b> , thereby contributing to a smooth functioning of the internal market by creating the arteries that are necessary for smooth passenger and freight transport flows across the Union, <b><i>and by establishing seamless transport connections with neighbouring countries</i></b> . In addition, the network should aim at strengthening economic, social and territorial cohesion by ensuring accessibility and	(5) The planning, development and operation of the trans-European transport network should enable sustainable forms of transport, provide for improved multimodal and interoperable transport solutions and for an enhanced intermodal integration of the entire logistic chain, thereby contributing to a smooth functioning of the internal market by creating the arteries that are necessary for smooth passenger and freight transport flows across the Union. In addition, the network should aim at strengthening economic, social and territorial cohesion by ensuring accessibility and connectivity for all regions of the Union, including a better connectivity of the outermost regions and other	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas. The development of the trans-European transport network should also enable seamless, safe and sustainable mobility of goods and persons in all their diversity, and should contribute to further economic growth and competitiveness in a global perspective, by establishing interconnections and interoperability between national transport networks in a resource-efficient and sustainable way.		connectivity for all regions of the Union, including a better connectivity of the outermost regions and other remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas. The development of the trans-European transport network should also enable seamless, safe and sustainable mobility of goods and persons in all their diversity, and should contribute to further economic growth and competitiveness in a global perspective, by establishing interconnections and interoperability between national transport networks in a resource-efficient and sustainable way.	remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas. The development of the trans-European transport network should also enable seamless, safe and sustainable mobility of goods and persons in all their diversity, and should contribute to further economic growth and competitiveness in a global perspective, by establishing interconnections and interoperability between national transport networks in a resource-efficient and sustainable way.	
Recital 6					
16	(6) Growth in traffic has resulted in increased congestion in international transport. In order to ensure		(6) Growth in traffic has resulted in increased congestion in international transport. In order to ensure	(6) Growth in traffic has resulted in increased congestion in international transport. In order to ensure	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the international mobility of passengers and goods, the capacity of the trans-European transport network and the use of that capacity should be optimised and, where necessary, expanded by removing infrastructure bottlenecks and bridging missing infrastructure links within and between Member States and, as appropriate, neighbouring countries, and taking into account the ongoing negotiations with candidate and potential candidate countries.		the international mobility of passengers and goods, the <b>resilience and</b> capacity of the trans-European transport network and the use of that capacity should be optimised and, where necessary, expanded by removing infrastructure bottlenecks and bridging missing infrastructure links within and between Member States and, as appropriate, neighbouring countries, and taking into account the ongoing negotiations with candidate and potential candidate countries.	the international mobility of passengers and goods, the capacity of the trans-European transport network and the use of that capacity should be optimised and, where necessary, expanded by removing infrastructure bottlenecks and bridging missing infrastructure links within and between Member States and, as appropriate, neighbouring countries, and taking into account the ongoing negotiations with candidate and potential candidate countries.	
Recital 7					
17	(7) The trans-European transport network consists to a large extent of existing infrastructure. In order to fully achieve the objectives of the new trans-European transport network policy, uniform requirements regarding the infrastructure		(7) The trans-European transport network consists to a large extent of existing infrastructure. In order to fully achieve the objectives of the new trans-European transport network policy, uniform requirements regarding the infrastructure	(7) The trans-European transport network consists to a large extent of existing infrastructure. In order to fully achieve the objectives of the new trans-European transport network policy, uniform requirements regarding the infrastructure	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	should be established.		<i>and its maintenance</i> should be established.	should be established.	
Recital 8					
18	(8) The trans-European transport network should be developed and sustained through the creation of new transport infrastructure, through the maintenance and upgrading of existing infrastructure and through measures promoting its resource-efficient use.		(8) The trans-European transport network should be developed and sustained through the creation of new <i>smart and sustainable</i> transport infrastructure, through the maintenance and upgrading of existing infrastructure and through measures promoting its resource-efficient use <i>and resilience</i> .	(8) <del>The trans-European transport network</del> <b>Projects of common interest</b> should be developed and sustained <b>contribute to the development of the trans-European transport network</b> through the creation of new transport infrastructure, through the maintenance and upgrading of existing infrastructure and through measures promoting its resource-efficient use. <b>Projects of common interests should demonstrate a European added value. Such projects should also be economically viable. Projects in sparsely populated areas, for which it might be difficult to demonstrate the economic viability as social and territorial</b>	B - Linked to Article 5.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				cohesion benefits might value higher, should at least have a positive contribution to the development of the network on the basis of a socio-economic cost-benefit analysis, taking into account the specific characteristics and constraints of the area concerned.	
Recital 9					
19	(9) In the implementation of projects of common interest, due consideration should be given to the particular circumstances of the individual project concerned. Where possible, synergies with other policies should be exploited, for instance with tourism aspects by including, within civil engineering structures such as bridges or tunnels, bicycle infrastructure for cycling paths, including the			(9) In the implementation of projects of common interest, due consideration should be given to the particular circumstances of the individual project concerned. Where possible, synergies with other policies should be exploited, for instance with tourism aspects by including, within civil engineering structures such as bridges or tunnels, bicycle infrastructure for cycling paths, including the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	EuroVelo routes, or with security aspects by including new technologies such as sensors in bridges.			EuroVelo routes, or with security aspects by including new technologies such as sensors in bridges.	
Recital 10					
20	(10) In order to achieve a high-quality and efficient transport infrastructure across all modes, the development of the trans-European transport network should take into account the security and safety of passengers and freight movements, the contribution to climate change and the impact of climate change and of potential natural hazards and human-made disasters on infrastructure and accessibility for all transport users, especially in regions that are particularly affected by the negative impacts of climate change.		(10) In order to achieve a high-quality and efficient <b>and resilient</b> transport infrastructure across all modes, the development of the trans-European transport network should take into account the security and safety of passengers and freight movements, the contribution to climate change and the impact of climate change and of potential natural hazards and human-made disasters on infrastructure and accessibility for all transport users, especially in regions that are particularly affected by the negative impacts of climate change. <b>Particular consideration should be</b>	(10) In order to achieve a high-quality and efficient transport infrastructure across all modes, the development of the trans-European transport network should take into account the security and safety of passengers and freight movements, the contribution to climate change and the impact of climate change and of potential natural hazards and human-made disasters on infrastructure and accessibility for all transport users, especially in regions that are particularly affected by the negative impacts of climate change.	B - Linked to Article 5 and Chapter IV.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>given to enhancing the resilience of critical infrastructure, especially concerning geopolitical developments likely to cause traffic and supply chain disruptions.</i>		
Recital 10a					
20a			<i>(10a) The trans-European transport network should contribute to increased accessibility of transport across the Union for all users, especially for people with disabilities and reduced mobility, and should also combat mobility poverty.</i>		B
Recital 10b					
20b			<i>(10b) The European transport sector has persistent gender issues, when it comes to the analysis of transport, the use of transport, and transport workers conditions. The data</i>		B



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>collected related to the trans-European transport network, wherever relevant in urban nodes, should be disaggregated by gender in order to increase its accuracy in identifying mobility patterns and differing needs of all users and to better inform policy makers when planning infrastructure and services. Particular attention should be given to gender dimension to ensure equal access to services and infrastructure, such as the use of safe and secure parking spaces, as well as to mitigate gender discrimination, remove barriers to female employment and increase gender equality and diversity in the transport sector, contributing also to labour market efficiency.</i></p>		
Recital 11					
21					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>(11) When planning, procuring and implementing projects of common interest, Member States and other project promoters should give due consideration to Directive (EU) 2021/1187 of the European Parliament and the Council<sup>1</sup>.</p> <p><sup>1</sup>. Directive (EU) 2021/1187 of the European Parliament and the Council of 7 July 2021 on streamlining measures for advancing the realisation of the trans-European transport network (TEN) (OJ L 258, 20.7.2021, p.1).</p>		<p>(11) When planning, procuring and implementing projects of common interest, Member States and other project promoters should give due consideration to Directive (EU) 2021/1187 of the European Parliament and the Council<sup>1</sup> <i>(the "Smart TEN-T Directive")</i>, to avoid delays in implementing projects, in particular regarding cross-border projects and missing links, thereby ensuring the timely completion of the trans-European transport network.</p> <p><sup>1</sup>. Directive (EU) 2021/1187 of the European Parliament and the Council of 7 July 2021 on streamlining measures for advancing the realisation of the trans-European transport network (TEN) (OJ L 258, 20.7.2021, p.1).</p>	<p>(11) <del>When planning, procuring and implementing projects of common interest, Member States and other project promoters should give due consideration to Directive (EU) 2021/1187 of the European Parliament and the Council<sup>1</sup>.</del></p> <p><sup>1</sup>. Directive (EU) 2021/1187 of the European Parliament and the Council of 7 July 2021 on streamlining measures for advancing the realisation of the trans-European transport network (TEN) (OJ L 258, 20.7.2021, p.1).</p>	B
Recital 12					
22	(12) During infrastructure			(12) During infrastructure	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>planning, Member States and other project promoters should give due consideration to the risk assessments and adaptation measures that seek to improve resilience, for example to climate change, natural hazards and human-made disasters. By providing further incentives to develop sustainable forms of transport and with the implementation of high-level standards for green transport infrastructure, the realisation of the trans-European transport network will support the “do no significant harm” principle.</p>			<p>planning, Member States and other project promoters should give due consideration to the risk assessments and adaptation measures that seek to improve resilience, for example to climate change, natural hazards and human-made disasters. By providing further incentives to develop sustainable forms of transport and with the implementation of high-level standards for green transport infrastructure, the realisation of the trans-European transport network will support the "do no significant harm" principle <b>within the meaning of Article 17 of the Taxonomy Regulation<sup>1</sup>.</b></p> <p><b>1. Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 on the establishment of a framework to facilitate sustainable investment, and amending Regulation (EU) 2019/2088 (Text with EEA relevance) (OJ L 198, 22.6.2020, p. 13).</b></p>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 12a					
22a			<p><i>(12a) During infrastructure planning, Member States and other project promoters should give due consideration to maintenance, for its needs and costs over the life-time of the infrastructure project. Given the importance of maintenance for the good-functioning of the transport networks, this requirement should be a precondition for receiving funding under the Connecting Europe Facility established by Regulation (EU) No 2021/1153 of the European Parliament and of the Council<sup>1</sup> (CEF).</i></p> <p><i>1. Regulation (EU) No 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No</i></p>		<p>C - Linked to Article 48 (maintenance) in line 664a.</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			283/2014 (OJ L 249, 14.7.2021, p. 38)		
Recital 13					
23	(13) Given the evolution of the Union infrastructure needs and the decarbonisation goals, the Conclusions of the 2020 July European Council, according to which Union expenditure should be consistent with Paris Agreement objectives and the "do no significant harm" principle, within the meaning of Article 17 of the Taxonomy Regulation <sup>1</sup> , projects of common interest should be assessed in order to ensure that TEN-T policy is coherent with transport, environmental and climate policy objectives of the Union. Member States and other project promoters should carry out environmental assessments of plans and projects which should include the "do no		(13) Given the evolution of the Union infrastructure needs and the decarbonisation goals, the Conclusions of the 2020 July European Council, according to which Union expenditure should be consistent with Paris Agreement objectives and the "do no significant harm" principle, within the meaning of Article 17 of the Taxonomy Regulation <sup>1</sup> , projects of common interest should be assessed in order to ensure that TEN-T policy is coherent with transport, environmental and climate policy objectives of the Union. Member States and other project promoters should carry out environmental assessments of plans and projects which should include the "do no	(13) Given the evolution of the Union infrastructure needs and the decarbonisation goals, the Conclusions of the 2020 July European Council, according to which Union expenditure should be consistent with Paris Agreement objectives and the "do no significant harm" principle, <del>within the meaning of Article 17 of the Taxonomy Regulation<sup>1</sup></del> ; projects of common interest should be assessed in order to ensure that TEN-T policy is coherent with transport, environmental and climate policy objectives of the Union. Member States and other project promoters should carry out environmental assessments of plans and projects which should include, <b>for projects for</b>	C - linked to Article 5.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>significant harm” assessment based on the latest available guidance and best practice. In cases that the implementation of a project of common interest entails a significant harm to an environmental or climate objective, reasonable alternatives should be considered.</p> <p>1. Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 on the establishment of a framework to facilitate sustainable investment, and amending Regulation (EU) 2019/2088 (Text with EEA relevance) (OJ L 198, 22.6.2020, p. 13).</p>		<p>significant harm” assessment based on the latest available guidance and best practice. In cases that the implementation of a project of common interest entails a significant harm to an environmental or climate objective, reasonable alternatives should be considered, <i>with particular attention to alternative transport modes, and especially when the project contributes to ensure accessibility and connectivity for the outermost, remote, rural, island, peripheral and mountainous regions. Those environmental evaluations should be carried out in strict compliance with the timeframe set in the Smart TEN-T Directive.</i></p> <p>1. Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 on the establishment of a framework to facilitate sustainable</p>	<p><b>which the procurement process for an environmental impact assessment has not been initiated at the date of entry into force of this Regulation, the "do no-the "do no significant harm"-assessment based on the latest available guidance and best practice. In cases that the implementation of a project of common interest entails a significant harm" assessment based on the latest available guidance and best practice to an environmental or climate objective, reasonable alternatives should be considered.</b></p> <p>1. Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 on the establishment of a framework to facilitate sustainable investment, and amending Regulation (EU) 2019/2088 (Text with EEA relevance) (OJ L 198, 22.6.2020, p. 13).</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			investment, and amending Regulation (EU) 2019/2088 (Text with EEA relevance) (OJ L 198, 22.6.2020, p. 13).		
Recital 14					
24	(14) Infrastructure projects under the TEN-T Regulation should be resilient to the potential adverse impacts of climate change through a climate vulnerability and risk assessment, including through relevant adaptation measures. Projects for which an environmental impact assessment must be carried out should be subject to climate proofing and integrate the costs of greenhouse gas emissions and the positive effects of climate mitigation measures in the cost-benefit analysis. The climate proofing should be undertaken based on the latest available best practice and guidance <sup>1</sup> . This contributes to the		(14) Infrastructure projects under the TEN-T Regulation should be resilient to the potential adverse impacts of climate change through a climate vulnerability and risk assessment, including through relevant adaptation measures. Projects for which an environmental impact assessment must be carried out should be subject to climate proofing and integrate the costs of greenhouse gas emissions and the positive effects of climate mitigation measures in the cost-benefit analysis <b><i>on a life-cycle basis, including the impacts of the construction phase</i></b> . The climate proofing should be undertaken based on the	(14) Infrastructure projects under the TEN-T Regulation should be resilient to the potential adverse impacts of climate change through a climate vulnerability and risk assessment, including through relevant adaptation measures. Projects for which an environmental impact assessment must be carried out should be subject to climate proofing and integrate the costs of greenhouse gas emissions and the positive effects of climate mitigation measures in the cost-benefit analysis. The climate proofing should be undertaken based on the latest available best practice and guidance <sup>1</sup> . This contributes to the	C - Linked to Article 46(2).

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>integration of climate change-related risks as well as climate change vulnerability and adaptation assessments into investment and planning decisions under the Union budget.</p> <p>1. Commission Notice - Technical guidance on the climate proofing of infrastructure in the period 2021-2027 (OJ C 373, 16.9.2021, p. 1).</p>		<p>latest available best practice and guidance<sup>1</sup>. This contributes to the integration of climate change-related risks as well as climate change vulnerability and adaptation assessments into investment and planning decisions under the Union budget.</p> <p>1. Commission Notice - Technical guidance on the climate proofing of infrastructure in the period 2021-2027 (OJ C 373, 16.9.2021, p. 1).</p>	<p>integration of climate change-related risks as well as climate change vulnerability and adaptation assessments into investment and planning decisions under the Union budget. <b>Without prejudice to the provisions laid down in other EU acts, in particular implementing acts concerning the conditions of allocation of Union financial support to projects of common interests under Regulation (EU) 2021/1153, the requirement to carry out a climate proofing should apply only to projects for which the procurement process of the environmental impact assessment has not yet been initiated at the date entry into force of this Regulation.</b></p> <p><del>1. Commission Notice - Technical guidance on the climate proofing of infrastructure in the period 2021-2027 (OJ C 373,</del></p>	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				+6.9.2021, p. 1)-	
Recital 15					
25	(15) Member States and other project promoters should carry out environmental assessments of plans and projects according to the relevant legislation in order to avoid or, where avoidance is not possible, to mitigate or compensate for negative impacts on the environment, such as landscape fragmentation, soil sealing and air and water pollution as well as noise, and to protect biodiversity effectively.			(15) Member States and other project promoters should carry out environmental assessments of plans and projects according to the relevant legislation in order to avoid or, where avoidance is not possible, to mitigate or compensate for negative impacts on the environment, such as landscape fragmentation, soil sealing and air and water pollution as well as noise, and to protect biodiversity effectively.	
Recital 16					
26	(16) The interests of regional and local authorities, as well as those of the public concerned by a project of common interest, should be appropriately taken into			(16) The interests of regional and local authorities, as well as those of the public concerned by a project of common interest, should be appropriately taken into	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	account in the planning and construction phase of projects.			account in the planning and construction phase of projects.	
Recital 17					
27	(17) The definition of the trans-European transport network should be based on a common and transparent methodology and should represent the highest level of infrastructure planning within the Union. It should be multimodal, that is to say it should include all transport modes and their connections as well as relevant traffic and travel information management systems.		(17) The definition of the trans-European transport network should be based on a common and transparent methodology and should represent the highest level of infrastructure planning within the Union. It should be multimodal, that is to say it should include all transport modes and their connections as well as relevant traffic and travel information management systems, <b>and should also include local transport modes related to the morphology of the area, such as cableway or lake transport.</b>  Ex oral AM 3	(17) The definition of the trans-European transport network should be based on a common and transparent methodology and should represent the highest level of infrastructure planning within the Union. It should be multimodal, that is to say it should include all transport modes and their connections as well as relevant traffic and travel information management systems.	B
Recital 18					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
28	(18) The trans-European transport network should be gradually developed in three steps with the overall aim to realise a multimodal and interoperable European wide network of high quality standards, while respecting the overall Union climate neutrality and environmental objectives: the completion of a core network by 2030, of an extended core network by 2040 and of the comprehensive network by 2050.			(18) The trans-European transport network should be gradually developed in three steps with the overall aim to realise a multimodal and interoperable European wide network of high quality standards, while respecting the overall Union climate neutrality and environmental objectives: the completion of a core network by 2030, of an extended core network by 2040 and of the comprehensive network by 2050, <b>unless otherwise specified in this Regulation.</b>	B
Recital 18a					
28a			<i>(18a) Transport infrastructure functions as a network, therefore the non-conformity or non-operability of a small segment can hamper the efficiency and competitiveness of the</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>system as a whole and prevent grasping the full network benefits.</i></p> <p><i>Therefore, Member States should identify those strategic segments, particularly for cross-border projects and missing links, and consider their urgent achievement to be the highest priority.</i></p>		
Recital 19					
29	<p>(19) Next to the deadlines of 2030 and 2050 that have already been introduced under Regulation (EU) 1315/2013 of the European Parliament and of the Council<sup>1</sup>, an intermediary deadline of 2040 for the compliance of the network with this Regulation should be added for the extended core network that is part of the European Transport Corridors. The same intermediary deadline should also apply for new standards on the core</p>			<p>(19) Next to the deadlines of 2030 and 2050 that have already been introduced under Regulation (EU) 1315/2013 of the European Parliament and of the Council<sup>1</sup>, an intermediary deadline of 2040 for the compliance of the network with this Regulation should be added for the extended core network that is part of the European Transport Corridors. The same intermediary deadline should also apply for new standards on the core</p>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>network that have been introduced in addition to the requirements in Regulation (EU) 1315/2013 as to allow for the necessary investments in due time.</p> <p>1. Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).</p>			<p>network that have been introduced in addition to the requirements in Regulation (EU) 1315/2013 as to allow for the necessary investments in due time. <b>The implementation of the requirements, particularly those arising from the newly introduced standards for railway infrastructure, may require substantial financial investments.</b></p> <p>1. Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).</p>	
Recital 20					
30	<p>(20) The comprehensive network should be a Europe-wide transport network ensuring the accessibility and</p>			<p>(20) The <del>comprehensive</del> <b>trans-European transport</b> network should be a Europe-wide transport</p>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	connectivity of all regions in the Union, including the outermost regions and other remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas, and strengthening social, economic and territorial cohesion between them. The requirements for the infrastructure of the comprehensive network should be set in order to promote the development of a high-quality network throughout the Union.			network ensuring the accessibility and connectivity of all regions in the Union, including the outermost regions and other remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas, and strengthening social, economic and territorial cohesion between them. The requirements for the infrastructure of the comprehensive <del>comprehensive</del> <b>trans-European transport</b> network should be set in order to promote the development of a high-quality network throughout the Union.	
Recital 21					
31	(21) The comprehensive network should be sufficiently equipped with alternative fuels infrastructure in order to ensure that it effectively supports the transition to		(21) The comprehensive network should be sufficiently equipped with alternative fuels infrastructure in order to ensure that it effectively supports the transition to	(21) The <del>comprehensive</del> <b>trans-European transport</b> network should be sufficiently equipped with alternative fuels infrastructure in order to	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	zero-emission mobility, in line with the milestones set in the Sustainable and Smart Mobility Strategy.		<del>zero-emission</del> <b>zero- and low-emission</b> mobility, in line with the milestones set in the Sustainable and Smart Mobility Strategy.	ensure that it effectively supports the transition to zero-emission mobility, in line with the <del>milestones</del> <b>deadlines</b> set in <b>Regulation (EU) [...] of the European Parliament and of the Council [on the deployment of alternative fuels infrastructure]<sup>1</sup></b> <del>the Sustainable and Smart Mobility Strategy.</del>  <b>1. Regulation of the European Parliament and of the Council of [...] on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (OJ L [...]).</b>	
Recital 22					
32	(22) In addition to the core network, an extended core network should be defined on the basis of priority sections of the comprehensive network which are part of the European Transport Corridors.			(22) In addition to the core network, an extended core network should be defined on the basis of priority sections of the comprehensive network which are part of the European Transport Corridors.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 23					
33	(23) The core network has been identified on the basis of an objective planning methodology. That methodology has identified the most important urban nodes, ports and airports, as well as border crossing points. Wherever possible, those nodes are to be connected with multimodal links as long as they are economically viable and feasible by 2030. The methodology has ensured the interconnection of all Member States and the integration of the main islands into the core network.			(23) The core network has been identified on the basis of an objective planning methodology. That methodology has identified the most important urban nodes, ports and airports, as well as border crossing points. Wherever possible, those nodes are to be connected with multimodal links <b>by rail and/or road to the trans-European transport network</b> as long as they are economically viable and feasible <del>by 2030</del> . The methodology has ensured the interconnection of all Member States and the integration of the main islands into the core network.	B
Recital 24					
34	(24) The core network with a deadline of 2030 and the extended core network		(24) The core network with a deadline of 2030 and the extended core network	(24) The core network with a deadline of 2030 and the extended core network	B



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	with a deadline of 2040 should constitute the foundation of the sustainable multimodal transport network, representing the strategically most important nodes and links of the trans-European transport network, according to traffic needs. They should stimulate the development of the entire comprehensive network and enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multimodal connecting points and major bottlenecks.		with a deadline of 2040 should constitute the foundation of the sustainable multimodal transport network, representing the strategically most important nodes and links of the trans-European transport network, according to traffic needs. They should stimulate the development of the entire comprehensive network and enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multimodal connecting points and major bottlenecks. <b><i>Construction of new railway lines in cross-border regions should in this regard be accelerated both for freight and passengers with a view to exponentially increase rail freight traffic at Union</i></b>	with a deadline of 2040 <b>unless otherwise specified in this Regulation</b> should constitute the foundation of the sustainable multimodal transport network, representing the strategically most important nodes and links of the trans-European transport network, according to traffic needs. They should stimulate the development of the entire comprehensive network and enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multimodal connecting points and major bottlenecks.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			level.		
Recital 24a					
34a			<p><i>(24a) Given the current pace of realising the TEN-T network, the 2030 deadline for the completion of the core network seems compromised. Member States should therefore consider the realisation of the core network to be of the highest priority, and should strive to realise it before the completion of the extended and comprehensive networks. This priority should be reflected in the investing tools and funding instruments at Union level, in particular for the CEF, in view of its limited budget relative to the investment needs.</i></p>		c
Recital 25					
35	(25) Certain existing		(25) Certain existing	(25) Certain existing	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	standards of the core network should be extended to the extended core and comprehensive network in order to reap full network benefits, to increase interoperability between network types and to enable more activity by more sustainable forms of transport, including through higher digitalisation and other technological solutions.		standards of the core network should be extended to the extended core and comprehensive network in order to reap full network benefits, to increase interoperability between network types and to enable more activity by more sustainable forms of transport, including through higher digitalisation and other technological solutions. <i><b>The provision of clear and reliable planning for the technical specifications for interoperability (TSI) is of utmost importance for regulatory stability, legal certainty and for unlocking investments in the European Rail Traffic Management System (ERTMS).</b></i>	standards of the core network should be extended to the extended core and comprehensive network in order to reap full network benefits, to increase interoperability between network types and to enable more activity by more sustainable forms of transport, including through higher digitalisation and other technological solutions.	<b>B</b>
Recital 26					
36	(26) Exemptions from the infrastructure requirements applicable to the core,		(26) Exemptions from the infrastructure requirements applicable to the core,	(26) Exemptions from the infrastructure requirements applicable to the core,	<b>C - Linked to exemptions.</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>extended core and comprehensive network should be possible only in duly justified cases and subject to certain conditions. This should include cases where investment cannot be justified, or where there are specific geographic or significant physical constraints, for example in outermost regions and other remote, insular, peripheral and mountainous regions or in sparsely populated areas, or for isolated or partially isolated networks.</p>		<p>extended core and comprehensive network should be possible only in duly justified cases and subject to certain conditions. This should include cases where investment cannot be justified, or where there are specific geographic or significant physical constraints, for example in outermost regions and other remote, insular, peripheral and mountainous regions or in sparsely populated areas, or for isolated or partially isolated networks. <i><b>When assessing Member States' request for exemption, the Commission shall take into due consideration the functioning and cohesiveness of the whole trans-European transport network, and in particular of connected sections in neighbouring countries and of the functioning of the European Transport Corridors. Exemptions should be granted only</b></i></p>	<p>extended core and comprehensive network should be possible only in duly justified cases and subject to certain conditions. This should include cases where investment cannot be justified, or where there are specific geographic or significant physical constraints, for example in outermost regions and other remote, insular, peripheral and mountainous regions or in sparsely populated areas, <del>or for isolated or partially isolated networks in</del> <b>densely populated areas.</b></p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>exceptionally and, where applicable, should be considered as limited in time.</i>		
Recital 26a					
36a				<p><b>(26a) An isolated network for the purposes of this Regulation should mean a rail network of a Member State, or a part thereof, with a track gauge different from that of the European standard nominal track gauge. Imposing certain standards and requirements of this Regulation to such networks, or parts thereof, would not be justified in economic cost-benefit terms by virtue of the specificities of such networks arising from their detachment from other networks of a different track gauge. Certain railway standards and requirements should</b></p>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				therefore not apply to those networks.	
Recital 27					
37	(27) The land-side infrastructure network, established through the core network, extended core network and comprehensive network, should integrate with the maritime dimension of the trans-European transport network. To this end, a truly sustainable, smart, seamless and resilient European Maritime Space should be created. It should encompass all maritime infrastructure components of the trans-European transport network.		(27) The land-side infrastructure network, established through the core network, extended core network and comprehensive network, should integrate with the maritime dimension of the trans-European transport network. To this end, a truly sustainable, smart, seamless and resilient European Maritime Space should be created. It should encompass all maritime infrastructure components of the trans-European transport network, <i>while paying special attention to islands and outermost regions.</i>	(27) The land-side infrastructure network, established through the core network, extended core network and comprehensive network, should integrate with the maritime dimension of the trans-European transport network. To this end, a truly sustainable, smart, seamless and resilient European Maritime Space, <b>to be implemented in close cooperation with the European macro regional and sea basin strategies,</b> should be created <b>which should embrace the former "Motorways of the Sea"</b> . It should encompass all maritime infrastructure components of the trans-European transport network.	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 28					
38	(28) The European Maritime Space should be implemented in close cooperation with the European macro-regional and sea-basin strategies which provide a suitable European territorial cooperation framework both at transnational Union level and at cross-border level with third countries.			(28) The European Maritime Space should be implemented in close cooperation with the European macro-regional and sea-basin strategies which provide a suitable European territorial cooperation framework both at transnational Union level and at cross-border level with third countries.	B - merged with previous recital.
Recital 28a					
38a			<i>(28a) Maritime ports play also a key role in transport connectivity, logistics, trade and cohesion, while being important for emergency supply chains, resilience, geopolitical aspects and the Union's strategic autonomy. For inclusion in the trans-European transport network, ports should therefore also be considered, on a case to</i>		B - see Council amendments to Article 56 in lines 747, 747a and 747b.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>case basis, in terms of their high European added value and geostrategic relevance for the European internal market and the Union's defence.</i>		
Recital 29					
39	(29) The Rail Freight Corridors established on the basis of Regulation (EU) No 913/2010 of the European Parliament and of the Council <sup>1</sup> and the Core Network Corridors defined in Regulation (EU) No 1315/2013 are complementary policy instruments, pursuing closely related objectives, in particular to boost sustainable, efficient and safe transport services. Although cooperation has been fruitful on many aspects, in some cases overlapping of activities and needs for a better exchange of information have been identified.			(29) The Rail Freight Corridors established on the basis of Regulation (EU) No 913/2010 of the European Parliament and of the Council <sup>1</sup> and the Core Network Corridors defined in Regulation (EU) No 1315/2013 are complementary policy instruments, pursuing closely related objectives, in particular to boost sustainable, efficient and safe transport services. Although cooperation has been fruitful on many aspects, in some cases overlapping of activities and needs for a better exchange of information have been identified.	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>Moreover, the Rail Freight Corridors and the Core Network Corridors are not entirely geographically aligned, limiting the possibility for coordination, for example on issues such as the deployment of the infrastructure requirements of the trans-European transport network or the improvement of the quality of railway services. There is therefore an important untapped potential for streamlining, increased effectiveness and synergies.</p> <p>1. Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight (OJ L 276, 20.10.2010, p. 22).</p>			<p>Moreover, the Rail Freight Corridors and the Core Network Corridors are not entirely geographically aligned, limiting the possibility for coordination, for example on issues such as the deployment of the infrastructure requirements of the trans-European transport network or the improvement of the quality of railway services. There is therefore an important untapped potential for streamlining, increased effectiveness and synergies.</p> <p>1. Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight (OJ L 276, 20.10.2010, p. 22).</p>	
Recital 30					
40	(30) As stated in the Sustainable and Smart Mobility Strategy, an integration of the Core Network Corridors and of the Rail Freight Corridors			(30) As stated in the <b>Commission Communication on the Sustainable and Smart Mobility Strategy</b> , an integration of the Core	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>into ‘European Transport Corridors’ is needed to increase synergies between infrastructure planning and the operation of transport. The European Transport Corridors should become the instrument 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. As such, they should also be the tool to realise the vision of creating a highly competitive rail network across the Union.</p>			<p>Network Corridors and of the Rail Freight Corridors into ‘European Transport Corridors’ is needed to increase synergies between infrastructure planning and the operation of transport.  <b>In line with that objective, the Commission is encouraged to adopt a proposal, where appropriate, to revise the rules on rail freight capacity allocation currently embedded in Regulation No 913/2010 in timely manner to ensure smooth functioning of the freight transport on the Corridors.</b> The European Transport Corridors should become the instrument for the development of sustainable and multimodal freight and passenger transport flows in Europe and for the development of interoperable <del>high quality</del> <b>high-quality</b> infrastructure and operational performance.</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				As such, they should also be the tool to realise the vision of creating a highly competitive rail network across the Union.	
Recital 30a					
40a				<b>(30a) New operational requirements for the rail freight corridors should apply to ensure a high quality of services. In particular, Member States should make all possible efforts to ensure that the dwelling time of freight trains crossing a border between two Member States does not exceed 25 minutes on average and that most trains crossing at least one border of a freight corridor arrive at their destination or at the external Union border at their scheduled time or with a delay of less than 30 minutes. The time-limit for dwelling time</b>	C - linked to operational requirements for RFCs.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>should not apply where a change of track gauge takes place. It should not apply either at borders between two Member States where the controls in application of Regulation (EU) 2016/399, which imposes in particular to carry out checks on train passengers and on railway staff on passenger and goods trains crossing external borders, have not yet been lifted and where the checks carried on trains in application of that Regulation do not allow for this time-limit to be complied with. Those changes of track gauge and checks on trains may lead to congestion and longer waiting time at the border. Delays occurred in and attributable to third countries that are crossed by freight trains should also not be taken into account.</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 30b					
40b				<p>(30b) Under Regulation (EU) No 913/2010 in its initial version, Member States having a rail network with a track gauge different from that of the main rail network within the Union were not obliged to participate in the establishment of freight corridors or the prolongation of existing corridors under that Regulation. Such Member States should be allowed, for a maximum temporary period of 10 years, to decide that the infrastructure manager(s) responsible for the railway infrastructure on their territory do not participate in the management board of the freight corridors on their territory.</p>	C
Recital 30c					
40c					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><b>(30c) Regulation (EU) No 913/2010 aims mainly at the organisation and the management of international rail corridors for competitive rail freight. Given its insularity, Ireland is not connected to other Member States by rail. Moreover, under that Regulation, in its initial version, Member States having a rail network with a track gauge different from that of the main rail network within the Union were not obliged to participate in the establishment of freight corridors or the prolongation of existing corridors under that Regulation. Ireland made use of that possibility. Accordingly, no rail freight corridor was established on the territory of Ireland under Regulation (EU) No 913/2010 in its initial version. In those</b></p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>circumstances, given the limited added value for Irish authorities and its infrastructure manager(s) of participating in the governance of the freight corridors under Regulation (EU) 913/2010, Ireland should be allowed to decide that the representatives of its authorities and the infrastructure manager(s) responsible for the railway infrastructure on its territory do not participate in the executive board and/or in the management board of the freight corridors on its territory.</p>	
Recital 31					
41	<p>(31) European Transport Corridors should cover the most important long-distance transport flows and consist of key European transport multimodal axis, based on</p>		<p>(31) European Transport Corridors should cover the most important long-distance transport flows, <b><i>with rail as the backbone,</i></b> and consist of key European transport</p>	<p>(31) European Transport Corridors should cover the most important long-distance transport flows and consist of key European transport multimodal axis, based on</p>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	parts of the trans-European transport network, be multimodal and open to the inclusion of all transport modes covered in this Regulation and cross at least two borders and involve at least three transport modes.		multimodal axis, based on parts of the trans-European transport network, be multimodal and open to the inclusion of all transport modes covered in this Regulation and cross at least two borders and involve at least three transport modes, <i>and may also include neighbouring countries.</i>	parts of the trans-European transport network, <b>cross borders</b> , be multimodal and open to the inclusion of all transport modes covered in this Regulation <del>and cross at least two borders and involve at least three transport modes.</del>	
Recital 32					
42	(32) In order to establish the trans-European transport network in a coordinated and timely manner, thereby making it possible to maximise network effects, Member States concerned should ensure that appropriate measures are taken to finalise the projects of common interest of the core, the extended core and the comprehensive network by the given deadlines 2030, 2040 and 2050		(32) In order to establish the trans-European transport network in a coordinated and timely manner, thereby making it possible to maximise network effects, Member States concerned should ensure that appropriate measures are taken to finalise the projects of common interest of the core, the extended core and the comprehensive network by the given deadlines 2030, 2040 and 2050	(32) In order to establish the trans-European transport network in a coordinated and timely manner, thereby making it possible to maximise network effects, Member States concerned should ensure that appropriate measures are taken to finalise the projects of common interest of the core, the extended core and the comprehensive network by the given deadlines 2030, 2040 and 2050	C - Linked to Article 58.



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	respectively. To this end, Member States should ensure that there is coherence of the national transport and investment plans with the priorities set out in this Regulation and in the work plans of the European Coordinators.		respectively. To this end, Member States should ensure that there is coherence of the national transport and investment plans with the priorities set out in this Regulation and in the work plans of the European Coordinators. <i>Projects of national plans which are not aligned with the Union transport objectives should not be considered as a priority for receiving Union funds.</i>	respectively, <b>unless otherwise specified in this Regulation.</b> To this end, Member States should ensure that there is coherence of the national transport and investment plans with the priorities set out in this Regulation. <b>Member States should also take into account, inter alia, the priorities set out and in the work plans of the European Coordinators. However, the scope, methodology or timeframe of national plans and programs remain solely within the competence of Member States.</b>	
Recital 33					
43	(33) It is necessary to identify projects of common interest which will contribute to the achievement of the trans-European transport network and which contribute to the			(33) It is necessary to identify projects of common interest which will contribute to the achievement of the trans-European transport network and which contribute to the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	achievement of the objectives and correspond to the priorities established in this Regulation. Their implementation should depend on their degree of maturity, on their compliance with Union and national legal procedures and on the availability of financial resources, without prejudging the financial commitment of a Member State or of the Union.			achievement of the objectives and correspond to the priorities established in this Regulation. Their implementation should depend on their degree of maturity, on their compliance with Union and national legal procedures and on the availability of financial resources, without prejudging the financial commitment of a Member State or of the Union.	
Recital 34					
44	(34) Projects of common interest to develop the trans-European transport network in line with the requirements set out in this Regulation have European added value, as they contribute to a high-quality, interoperable and multimodal European network, increasing sustainability, cohesion, efficiency or user benefits. The European added value		(34) Projects of common interest to develop the trans-European transport network in line with the requirements set out in this Regulation have European added value, as they contribute to a high-quality, interoperable, <b>resilient</b> , and multimodal European network, increasing sustainability, cohesion, efficiency or user benefits. <i>In this regard, a</i>	(34) Projects of common interest to develop the trans-European transport network in line with the requirements set out in this Regulation have European added value, as they contribute to a high-quality, interoperable and multimodal European network, increasing sustainability, cohesion, efficiency or user benefits. The European added value	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	is higher if it leads, in addition to the potential value for the respective Member State alone, to significant improvements of transport connections or transport flows between Member States or between a Member State and a third country. Such cross-border projects should be the subject of priority intervention by the Union in order to ensure that they are implemented.		<i>multimodal connectivity index should be developed in order to measure the increase in connectivity and multimodality for transport infrastructure projects.</i> The European added value is higher if it leads, in addition to the potential value for the respective Member State alone, to significant improvements of transport connections or transport flows between Member States or between a Member State and a third country. Such cross-border projects should be the subject of priority intervention by the Union in order to ensure that they are implemented.	is higher if it leads, in addition to the potential value for the respective Member State alone, to significant improvements of transport connections or transport flows between Member States or between a Member State and a third country. Such cross-border projects should be the subject of priority intervention by the Union in order to ensure that they are implemented.	
Recital 35					
45	(35) Member States and other project promoters should ensure that assessments of projects of common interest are carried		(35) Member States and other project promoters should ensure that assessments of projects of common interest are carried	(35) Member States and other project promoters should ensure that assessments of projects of common interest are carried	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	out efficiently, avoiding unnecessary delays.		out efficiently, avoiding unnecessary delays <i>and respecting the timeframe laid down in the Smart TEN-T Directive.</i>	out efficiently, avoiding unnecessary delays.	
Recital 35a					
45a			<i>(35a) In the legal frameworks of many Member States, priority treatment is given to certain project categories based on their strategic importance. Priority treatment is characterised by shorter timelines, simultaneous or simplified procedures or limited timeframes for appeals. When such priority treatment is foreseen within a national legal framework, it should automatically apply to projects of common interest under this Regulation. Member States whose national legal frameworks lack such priority treatment should</i>		<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>establish one for projects of common interest on the TEN-T.</i>		
Recital 36					
46	<p>(36) Projects of common interest for which Union funding is sought should be the subject of a socio-economic cost-benefit analysis based on a recognised methodology, taking into account the relevant social, economic, climate-related and environmental benefits and costs as well as the life-cycle approach. The analysis of climate-related and environmental costs and benefits should be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU of the European Parliament and of the Council<sup>1</sup>.</p> <p><small>1. Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on</small></p>		<p>(36) Projects of common interest for which Union funding is sought should be the subject of a socio-economic cost-benefit analysis based on a recognised methodology, taking into account the relevant social, economic, climate-related and environmental benefits, <b><i>territorial balance</i></b> and costs as well as the life-cycle approach. The <b><i>Commission should establish a common methodology for a socio-economic cost-benefit analysis of projects enabling a transparent, comparative appraisal of different project proposals under life cycle assessments and prioritisation of project</i></b></p>	<p>(36) <del>Projects of common interest for which Union funding is sought should be the subject of a socio-economic cost-benefit analysis based on a recognised methodology, taking into account the relevant social, economic, climate-related and environmental benefits and costs as well as the life-cycle approach. The analysis of climate-related and environmental costs and benefits should be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU of the European Parliament and of the Council<sup>1</sup>.</del></p> <p><small>1. Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on</small></p>	C - Linked to Article 8.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.2012, p. 1).		<p><b><i>based on their European added value. The</i></b> analysis of climate-related and environmental costs and benefits should be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU of the European Parliament and of the Council<sup>1</sup> <b><i>and should comply with the timeframe set in the Smart TEN-T Directive</i></b> .</p> <p><small>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, 28.1.2012, p. 1).</small></p>	the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.2012, p. 1).	
Recital 37					
47	(37) In order to contribute to the climate reduction targets of the European Green Deal of a 90% cut in greenhouse gas emissions by 2050, measures to mitigate the greenhouse gas impacts of projects of		(37) In order to contribute to the climate reduction targets of the European Green Deal of a 90% cut in greenhouse gas emissions by 2050, measures to mitigate the greenhouse gas impacts of projects of	(37) <del>In order to contribute to the climate reduction targets of the European Green Deal of a 90% cut in greenhouse gas emissions by 2050, measures to mitigate the greenhouse gas impacts of projects of</del>	C - Linked to Article 46(2).

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	common interest in the form of new, extended or upgraded transport infrastructures should be analysed.		common interest in the form of new, extended or upgraded transport infrastructures should be <del>analysed</del> <i>taken into account.</i>	<del>common interest in the form of new, extended or upgraded transport infrastructures should be analysed.</del>	
Recital 38					
48	(38) Cooperation with third countries, including neighbouring countries, is necessary in order to ensure connection and interoperability between the infrastructure networks of the Union and those countries. In view of this, where appropriate, the Union should promote projects of common interest with those countries, assessing and ensuring that the objectives and requirements of the trans-European transport network are complied with in order to ensure the interoperability of the Union network.		(38) Cooperation with third countries, including neighbouring countries, is necessary in order to ensure connection and interoperability between the infrastructure networks of the Union and those countries. In view of this, where appropriate, the Union should promote projects of common interest with those countries, <del>assessing and ensuring</del> <i>and also assess and ensure</i> that the objectives and requirements of the trans-European transport network are complied with in order to ensure the interoperability, <i>continuity and decarbonisation</i> of the	(38) Cooperation with third countries, including neighbouring countries, is necessary in order to ensure connection and interoperability between the infrastructure networks of the Union and those countries. <del>In view of this</del> <i>The Union should,</i> where appropriate, <del>the Union should</del> promote projects of common interest with those countries, <del>assessing and ensuring</del> that the objectives and <b>interoperability</b> requirements of the trans-European transport network are complied with. <b>Such projects should also be aligned with the goal of</b>	<b>b</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			Union network.	achieving climate neutrality in the EU by 2050 and ensure that there is level playing field in transport, in particular by preventing carbon leakage in order to ensure the interoperability of the Union network.	
Recital 38a					
48a		<p>(38a) Originally proposed as new recital (39):</p> <p>(39) The resilience of the European transport network has been challenged and put to test by the devastating impact of Russia's war of aggression against Ukraine. That aggression has redefined the geopolitical landscape, bringing to the surface the vulnerability of the Union to unforeseen disruptive events beyond the Union's borders. Its major impacts on global markets, such as global food security, has</p>	<p><i>(38a) The resilience of the trans-European transport network has been challenged and put to test by the devastating impact of Russia's war of aggression against Ukraine. That aggression has redefined the geopolitical landscape, bringing to the surface the vulnerability of the Union to unforeseen disruptive events beyond the Union's borders. Its major impacts on global markets, such as global food security, has highlighted the fact that the internal market and</i></p>	<p>(38a) The resilience of the European transport network has been challenged and put to test by the devastating impact of Russia's war of aggression against Ukraine. That aggression has redefined the geopolitical landscape, bringing to the surface the vulnerability of the Union to unforeseen disruptive events beyond the Union's borders. Its major impacts on global markets, such as global food security, has highlighted the fact that</p>	A



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
		highlighted the fact that the Union's internal market and its transport network cannot be viewed in isolation when it comes to shaping Union policy. Better connections with the Union neighbouring partner countries are needed more than ever.	<i>Union's transport network cannot be viewed in isolation when it comes to shaping Union policy. Better connections with the Union neighbouring partner countries are needed more than ever.</i>  Changes to amended COM prop. not shown.	the Union's internal market and its transport network cannot be viewed in isolation when it comes to shaping Union policy. More than ever, better connections with the Union neighbouring partner countries are needed.  Changes to amended COM prop. not shown.	
Recital 38a					
48b		(38b) Originally proposed as new recital (40):  (40) Given that new geopolitical context, the Commission Communication from 12 May 2022 on the "Solidarity Lanes" <sup>1</sup> identifies several major transport infrastructure challenges that the Union and its neighbouring countries need to resolve in order to support Ukraine's	<i>(38b) Given that new geopolitical context, the Commission Communication of 12 May 2022 entitled "An action plan for EU-Ukraine Solidarity Lanes to facilitate Ukraine's agricultural export and bilateral trade with the EU" identifies several major transport infrastructure challenges that the Union and its neighbouring countries need to resolve</i>	(38b) Given that new geopolitical context, the Commission Communication from 12 May 2022 on the "Solidarity Lanes" <sup>1</sup> identifies several major transport infrastructure challenges that the Union and its neighbouring countries need to resolve in order to support Ukraine's economy and recovery, to enable agricultural and other	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p>economy and recovery, to enable agricultural and other goods to reach the Union and world markets, and ensure that connectivity with the Union is greatly enhanced for both exports and imports. To offer increased connectivity with the Union, that Communication proposed to assess the extension of the European Transport Corridors into Ukraine and the Republic of Moldova.</p> <p>1. COM(2022) 217 final</p>	<p><i>in order to support Ukraine's economy and recovery, to enable agricultural and other goods to reach the Union and world markets, and to ensure that connectivity with the Union is greatly enhanced for both exports and imports. To offer increased connectivity with the Union, that Communication proposed to assess the extension of the European Transport Corridors into Ukraine and the Republic of Moldova.</i></p> <p>Changes to amended COM prop. not shown.</p>	<p>goods to reach the Union and world markets, and ensure that connectivity with the Union is greatly enhanced for both exports and imports. To offer increased connectivity with the Union, that Communication proposed to assess the extension of the European Transport Corridors into Ukraine and the Republic of Moldova.</p> <p>1. COM(2022) 217 final.</p> <p>Changes to amended COM prop. not shown.</p>	
Recital 38B					
48c		<p>(38c) Originally proposed as new recital (41):</p> <p>(41) Because of Russia's war of aggression against Ukraine, and the position adopted by Belarus in that</p>	<p><i>(38c) Because of Russia's war of aggression against Ukraine, and the position adopted by Belarus in that conflict, cooperation between the Union and Russia and Belarus in the</i></p>	<p>(38c) Because of Russia's war of aggression against Ukraine, and the position adopted by Belarus in that conflict, cooperation between the Union and Russia and Belarus in the</p>	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
		<p>conflict, cooperation between the Union and Russia and Belarus in the field of the TEN-T policy is neither appropriate nor in the interest of the Union. Hence the TEN-T network in those two third countries should be discontinued. As a consequence, improved cross-border connections to Russia and Belarus are no longer of high priority on the territory of the Member States. Connections currently exist between Finland, Estonia, Latvia, Lithuania and Poland with those two third countries. To reflect the lesser priority in building and upgrading those connections, the last-miles of all cross-border connections with Russia and Belarus currently included in the core network should be downgraded from the core to the comprehensive network for which only a later deadline of implementation of 2050 is</p>	<p><i>field of the TEN-T policy is neither appropriate nor in the interest of the Union. Hence the TEN-T network in those two third countries should be discontinued. As a consequence, improved cross-border connections to Russia and Belarus are no longer of high priority on the territory of the Member States. Connections currently exist between Finland, Estonia, Latvia, Lithuania and Poland with those two third countries. To reflect the lesser priority in building and upgrading those connections, the last-miles of all cross-border connections with Russia and Belarus currently included in the core network should be downgraded from the core to the comprehensive network for which only a later deadline of implementation of 2050 is provided for. However, in</i></p>	<p>field of the TEN-T policy is neither appropriate nor in the interest of the Union. Hence the TEN-T network in those two third countries should be discontinued. As a consequence, improved cross-border connections to Russia and Belarus are no longer of high priority on the territory of the Member States. Connections currently exist between Finland, Estonia, Latvia, Lithuania and Poland with those two third countries. To reflect the lesser priority in building and upgrading those connections, the last-miles of all cross-border connections with Russia and Belarus currently included in the core network should be downgraded in the maps included in this Regulation from the core to the comprehensive network for which only a later deadline of</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
		provided for. However, in case of a democratic transition in Belarus building and upgrading the country's cross border connections with the EU in line with the comprehensive economic plan for a democratic Belarus would be a high priority, including through re-inclusion of the country back in the Regulation.	<i>case of a democratic transition in Belarus building and upgrading the country's cross border connections with the EU in line with the comprehensive economic plan for a democratic Belarus would be a high priority, including through re-inclusion of the country back in the Regulation.</i> Changes to amended COM prop. not shown. No changes to Amended COM proposal	implementation of 2050 is provided for. However, in case of a democratic transition in Belarus building and upgrading the country's cross border connections with the EU in line with the comprehensive economic plan for a democratic Belarus would be a high priority, including through re-inclusion of the country back in the Regulation. Changes to amended COM prop. not shown.	
Recital 38c					
48d			deleted Changes to amended COM prop. not shown. Identical, no changes made.		
Recital 38c					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
48e		<p>(38d) Originally proposed as new recital (42):</p> <p>(42) The new geopolitical context also showed how important seamless transport connections are within the Union's territory and with neighbouring third countries. A different railway track gauge from the European nominal standard nominal track gauge of 1 435 mm severely hampers the interoperability of the railway networks across the Union and even impacts the competitiveness of those isolated railway networks. New railway lines should therefore be only built in European standard nominal track gauge of 1 435 mm. In addition, Member States with a different track gauge network should assess the migration of existing lines of the European Transport Corridors. This obligation should not apply to Ireland</p>	<p><i>(38d) The new geopolitical context also showed how important seamless transport connections are within the Union's territory and with neighbouring third countries. A different railway track gauge from the European nominal standard nominal track gauge of 1 435 mm severely hampers the interoperability of the railway networks across the Union and even impacts the competitiveness of those isolated railway networks. New railway lines should therefore be only built in European standard nominal track gauge of 1 435 mm. In addition, Member States with a different track gauge network should assess the migration of existing lines of the European Transport Corridors. This obligation should not apply to Ireland</i></p>	<p>(38d) Moved from recital 39a:</p> <p>The new geopolitical context arising from Russia's war of aggression against Ukraine showed how important seamless transport connections are within the Union's territory and with neighbouring third countries. A different railway track gauge from the European standard nominal track gauge of 1 435 mm severely hampers the interoperability of the railway networks across the Union and even impacts the competitiveness of those isolated railway networks. New railway lines of the core or extended core network should therefore be built in European standard nominal track gauge of 1 435 mm. In addition, Member States with a different track</p>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
		as its transport network, due to its insular situation, is fully detached from any land-side connection on the Union territory.	<p><i>as its transport network, due to its insular situation, is fully detached from any land-side connection on the Union territory.</i></p> <p>Changes to amended COM prop. not shown. No changes to Amended COM proposal</p>	<p>gauge network should assess the migration of existing lines of the European Transport Corridors. This obligation should not apply to island and outermost regions, as, due to their geographical situation, their network is fully detached from any land-side connection on the Union territory.</p> <p>Changes to amended COM prop. not shown.</p>	
Recital 39					
49	(39) To achieve transformation of the transport sector into a truly multimodal system of sustainable and smart mobility services, the Union should build a high quality transport network with rail services meeting minimum line speed. Competitive passenger rail has a high potential for the decarbonisation of		(39) To achieve transformation of the transport sector into a truly multimodal system of sustainable and smart mobility services, the Union should build a high quality transport network with rail services meeting minimum line speed. Competitive passenger rail has <del>a high potential</del> <i>one of the highest potentials</i> for	(39) To achieve transformation of the transport sector into a truly multimodal system of sustainable and smart mobility services, the Union should build a <del>high quality</del> <b>high-quality</b> transport network with <del>rail services meeting minimum line</del> <b>lines designed for a speed of at least 100 km/h.</b> Competitive passenger rail	C - linked to Article 16.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>transport. There is the need to develop a coherent and interoperable European high speed rail network linking its capitals and major cities. Complementing existing high speed lines with passenger lines at a minimum line speed of 160 km/h should in return lead to network effects, a more coherent network and an increased number of passengers travelling by rail. The completion of a high-performance network will also facilitate the development and introduction of new or different models of capacity allocation, for example interval-service timetables enabled by the Timetable Redesign (TTR) initiative.</p>		<p>the decarbonisation of transport. There is the need to develop a coherent and interoperable European high speed rail network linking its capitals and major cities, <b>for which sufficient funding is needed.</b> Complementing existing high speed lines with passenger lines at a minimum line speed of 160 km/h should in return lead to network effects, a more coherent network and an increased number of passengers travelling by rail. <b>Double-track infrastructure should be encouraged for railway infrastructure suffering from bottlenecks.</b> The completion of a high-performance network will also facilitate the development and introduction of new or different models of capacity allocation, for example interval-service timetables enabled by the Timetable Redesign (TTR)</p>	<p>has a high potential for the decarbonisation of transport. There is the need to develop a coherent and interoperable European high speed rail network linking its capitals and major cities. Complementing existing <del>high-speed</del> <b>high-speed</b> lines with <del>passenger</del> lines at a <del>minimum line</del> <b>designed for</b> a speed of <b>at least</b> 160 km/h should in return lead to network effects, a more coherent network and an increased number of passengers travelling by rail. <b>However, those speed design requirements should be limited to a certain percentage of the rail sections concerned in order to take into account the need for flexibility on rail sections with special features as a result of topographical, relief or town-planning constraints, to which the speed must be adapted in each case, including inter</b></p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			initiative.	<p>alia interconnecting lines, lines through stations, accesses to terminals and service facilities or depots. Exemptions should be granted</p> <p>The completion of a high-performance network will also facilitate the development and introduction of new or different models of capacity allocation, for example interval service timetables enabled by the Timetable Redesign (TTR) initiative</p> <p><b>Commission</b> upon request by a <b>Member State</b> to enable further flexibility beyond the specific percentage values laid down in this Regulation if needed and justified. When upgrading the infrastructure, Member States are encouraged to examine possibilities of design for higher speed as provided in Annex I of Directive 2016/797.</p>	
Recital 40					



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
50	(40) A more sustainable, resilient and reliable rail freight network across Europe should be established to contribute to the competitiveness of combined transport. The infrastructure for combined railway transport and of terminals should be upgraded to ensure that intermodal transport is primarily done by rail, inland waterways or short-sea shipping and that any initial and/or final legs carried out by road are as short as possible.		(40) A more sustainable, resilient and reliable rail freight network across Europe should be established to contribute to the competitiveness of <b><i>multimodal and of</i></b> combined transport. The infrastructure for combined railway transport and of terminals should be upgraded to ensure that intermodal transport is primarily done by rail, inland waterways or short-sea shipping and that any initial and/or final legs carried out by road are as short as possible.	(40) A more sustainable, resilient and reliable rail freight network across Europe should be established to contribute to the competitiveness of combined transport. The infrastructure for combined railway transport and of terminals should be upgraded to ensure that intermodal transport is primarily done by rail, inland waterways or short-sea shipping and that any initial and/or final legs carried out by road are as short as possible.	<b>B</b>
Recital 40a					
50a				<b>(40a) Intermodal transport accounts for around half of rail freight ton-kilometres in Europe, with its share growing. In order to achieve goals stipulated in the Communication of the</b>	<b>C - linked to Article 16.</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><b>Commission on the Sustainable and Smart Mobility Strategy to double the portion of freight transport carried by railway, special attention should be paid to transport which combines rail for the main part of the journey and truck for the first and last mile. In a view to contributing to the increase of intermodal traffic, the infrastructure should allow for the circulation of freight trains carrying standard semitrailers up to 4 meters high on wagons of a height of at least 27 centimetres. However, complying with that requirement entails numerous, sometimes costly, adaptation. It is therefore important to find a balanced approach to the implementation of this requirement and ensure that its implementation is done in</b></p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>a cost-effective manner. In this respect, Member States should ensure the requirement is implemented in a way that at least one domestic direct line, one direct rail freight line connection with neighbouring Member State(s), and one connection to at least one rail-road terminal or multimodal freight terminal located in or adjacent to a maritime port which is part of the European Transport Corridor in the territory of a Member State is ensured. Moreover, if one or more end points of a corridor are located on the territory of a Member State, there should be at least one direct line meeting that requirement to at least one of these end points. When selecting the relevant lines, Member States should take into account the current and future rail freight</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>transport flows. When assessing exemptions requests from the requirement related to carriage of the semi-trailers under this Regulation, the Commission should take particularly into consideration the result of the socio-economic cost-benefit analysis as well as the potential disruption of the services caused by the necessary work needed to meet this standard.</p> <p>Moreover, when assessing requests for the exemptions from the requirements applicable to the railway infrastructure of the extended core network, the Commission should 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.</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 41					
51	(41) Given the fact that the deployment of the European Rail Traffic Management System (ERTMS) in Europe is accelerating, and several Member States have already adopted plans to deploy ERTMS on their entire national rail networks by 2040, there is a need to take account of this paradigm shift and set a more ambitious ERTMS deployment deadline for the comprehensive network.		(41) Given the fact that the deployment of the European Rail Traffic Management System (ERTMS), <b>both onboard and trackside equipment</b> , in Europe is <del>accelerating</del> , <b>and in need of acceleration</b> , whilst recognising that several Member States have already adopted plans to deploy ERTMS on their entire national rail networks by 2040, there is a need to take account of <del>this paradigm shift</del> <b>slow progress to date</b> and set a more ambitious ERTMS deployment deadline for the comprehensive network.	(41) <del>Given the fact that the deployment of the European Rail Traffic Management System (ERTMS) in Europe is accelerating, and several Member States have already adopted plans to deploy ERTMS on their entire national rail networks by 2040, there is a need to take account of this paradigm shift and set a more ambitious ERTMS deployment deadline for the comprehensive network.</del>	C
Recital 42					
52	(42) ERTMS should be deployed in a continuous manner not only on the core network, extended		(42) ERTMS should be deployed in a continuous manner, <b>and should be synchronised between</b>	(42) <del>ERTMS Member States should be deployed in a continuous manner not only</del> <b>ensure that the</b>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	core network and comprehensive network, including in the urban nodes, but also on access routes to multimodal terminals. This will enable operations with ERTMS only and boost the business case of railway undertakings.		<p><i>onboard and trackside equipment</i>, not only on the core network, extended core network and comprehensive network, including in the urban nodes, but also on access routes to multimodal terminals. <i>Synchronised means a coordinated approach in time and place between infrastructure rollout and the rollout of onboard units of trains.</i> This will enable operations with ERTMS only and boost the business case of railway undertakings.</p> <p><i>Under no circumstance should it be possible for a new railway project that is not planning ERTMS deployment to be financed by Union funds.</i></p>	<p><b>European Rail Traffic Management System (ERTMS) is deployed on the core network by 2050, on the extended Core Network by 2040 and on the core network by 2030. When deploying ERTMS on the and comprehensive network, including in the urban nodes, but also on access routes to multimodal terminals. This will enable operations with a priority in terms of timing should be given to the lines which can contribute to the safe and efficient cross-border international rail transport. As deployment of a radio-based ERTMS further contributes to the elimination of national rules affecting operation, Member States should ensure that only radio-based ERTMS is deployed from 2030 on new lines and the entire trans-European transport network equipped with</b></p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				radio-based ERTMS by 2050 only and boost the business case of railway undertakings.	
Recital 43					
53	(43) As deployment of a radio-based ERTMS further contributes to the elimination of national rules affecting operation, Member States should ensure that only radio-based ERTMS will be deployed from 2025 and the entire trans-European transport network equipped with radio-based ERTMS by 2050.		(43) As deployment of <del>a radio-based</del> ERTMS further contributes to the elimination of national rules affecting operation, Member States should ensure that <del>only radio-based</del> ERTMS will be <b>fully</b> deployed from 2025 and the entire trans-European transport network equipped with <del>radio-based</del> ERTMS by 2050. <b><i>Since Future Railway Mobile Communication System (FRMCS) technology is promising in terms of quality of service and cost of deployment, development initiatives should be carried out to enable its use in the future. Space technologies could also be used for a faster</i></b>	(43) As deployment of a radio-based ERTMS further contributes to the elimination of national rules affecting operation, Member States should ensure that only radio-based ERTMS will be deployed from 2025 and the entire trans-European transport network equipped with radio-based ERTMS by 2050. Moved to recital 42 (last sentence).	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>and less costly deployment.</i>		
Recital 44					
54	<p>(44) ERTMS deployment should be coupled with a regulatory deadline for decommissioning of class B systems trackside, thus making ERTMS the only signalling system used in Member States.</p> <p>Decommissioning of class B systems trackside will bring about significant maintenance savings for infrastructure managers, as deploying ERTMS and keeping additional trackside systems for a prolonged period is very costly and complicated. Class B systems should be removed in a coordinated way with a sufficient transitional period, by 2040, allowing the railway undertakings to anticipate the change and adopt the most suitable migration strategy. ERTMS, being a</p>		<p>(44) ERTMS deployment should be coupled with a regulatory deadline for decommissioning of class B systems trackside, thus making ERTMS the only signalling system used in Member States.</p> <p>Decommissioning of class B systems trackside will bring about significant maintenance savings for infrastructure managers, as deploying ERTMS and keeping additional trackside systems for a prolonged period is very costly and complicated. Class B systems should be removed in a coordinated way with a sufficient transitional period, by 2040, allowing the railway undertakings to anticipate the change and adopt the most suitable migration strategy. ERTMS, being a</p>	<p>(44) ERTMS deployment should be coupled with a regulatory deadline for Decommissioning of class B systems trackside, thus making ERTMS the only signalling system used in Member States.</p> <p>Decommissioning of class B systems trackside will bring about significant maintenance savings for infrastructure managers, as <b>brings significant maintenance savings for infrastructure managers considering the costs and the complexity of</b> deploying ERTMS and keeping additional trackside systems for a prolonged period <del>is very costly and complicated.</del> <b>Class B systems. Member States should be removed in a coordinated way with a sufficient transitional</b></p>	<b>C</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	system, requires a synchronised deployment both trackside and on-board and full system benefits only occur when both trains and trackside are equipped.		system, requires a synchronised deployment both trackside and on-board and full system benefits <b><i>including safety benefits,</i></b> only occur when both trains and trackside are equipped. <b><i>The European Climate, Infrastructure and Environment Executive Agency (CINEA), in close cooperation with the horizontal priority coordinator and taking into account the advice of European Union Agency for Railways (ERA), is well placed to contribute to a consistent, synchronised and widespread implementation of ERTMS.</i></b>	<del>period, by 2040, allowing the railway undertakings to anticipate the change and adopt the most suitable migration strategy. ERTMS, being a system, requires a synchronised deployment both trackside and on-board and full system benefits only occur when both trains and aim, where appropriate, at decommissioning of class B systems trackside are equipped by 2050.</del>	
Recital 44a					
54a			<b><i>(44a) The useful life of rail equipment, including ERTMS, is around thirty years on average, which entails a long amortisation period for investments</i></b>		<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>that, although constituting a brake on the renewal of equipment, is a major economic criterion for the balance of transactions carried out. The frequent evolution of the technical specifications of interoperability limits the lifespan of the equipment in an unpredictable way for the actors of the rail and can consequently constitute a deterrent to investment. It is therefore necessary to tend towards a situation of normative stability and allow, when possible, retrocompatibility of the different system versions.</i></p>		
Recital 44b					
54b			<p><i>(44b) While the Smart and Sustainable Mobility Strategy sets ambitious targets in terms of high speed network, doubling high-speed rail traffic volume by 2030 and</i></p>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>tripling it by 2050, this Regulation should also aim to improve rail high-speed connectivity between capitals and major cities of Europe, in particular by completing missing high-speed rail links in the core and extended core networks.</i>		
Recital 44c					
54c			<i>(44c) Complementary to high speed trains, night trains represent a sustainable way of cross-border travelling between European cities, making use of existing rail infrastructure. For its full potential to be fulfilled across the Union, it is necessary that capacity management duly incorporates the specific need for international travel slots and ensures an optimised coexistence between cargo trains and night trains.</i>		<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 44d					
54d			<p><i>(44d) The Union set itself several targets for shifting goods from road to rail. With the finalisation of the TEN-T core network in 2030, the Union is expected to finally have a high capacity infrastructure at its disposal, which would enable it to achieve the target as set out in the Smart and Sustainable Mobility Strategy. However, managing this high-capacity European infrastructure in the current system of 25 national infrastructure managers is challenging when it comes to cross-border operations. Since already now more than 50% of rail-freight operations are crossing at least one national border, the legacy system of managing the</i></p>		B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>infrastructure became a considerable capacity bottleneck on its own. Solving this problem requires a European approach and therefore, the Commission should consider submitting a proposal for a European system of rail traffic management which should be responsible for cross border train operations and which should have the authority to guarantee seamless cross-border operations on the trans-European transport network.</i></p>		
Recital 45					
55	<p>(45) Inland waterways in Europe are characterised by a heterogeneous hydro-morphology which hampers a coherent performance for all waterway stretches. Inland waterways, especially free flowing stretches, may be heavily</p>		<p>(45) Inland waterways in Europe are characterised by a heterogeneous hydro-morphology which hampers a coherent performance for all waterway stretches. Inland waterways, especially free flowing stretches, may be heavily</p>	<p>(45) Inland waterways in Europe are characterised by a heterogeneous hydro-morphology which hampers a coherent performance for all waterway stretches. Inland waterways, especially free flowing stretches, may be heavily</p>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>impacted by climate and weather conditions. In order to ensure reliable international traffic, while respecting the hydro-morphology and applicable environmental legislation, TEN-T requirements should take into account the specific hydro-morphology of each waterway (for example free-flowing or regulated rivers) as well as the objectives of environmental and biodiversity policies. Such an approach should be considered at river basin level.</p>		<p>impacted by climate and weather conditions. In order to ensure reliable international traffic, while respecting the hydro-morphology and applicable environmental legislation, TEN-T requirements should take into account the specific hydro-morphology of each waterway (for example free-flowing or regulated rivers) as well as the objectives of environmental and biodiversity policies. Such an approach should be considered at <i>corridor or river basin level and, where needed, be tailored to a more granular level, in particular at waterway section</i> level.</p>	<p>impacted by climate and weather conditions. In order to ensure reliable international traffic, while respecting the hydro-morphology and applicable environmental legislation, TEN-T requirements should take into account the specific hydro-morphology of each waterway (for example free-flowing or regulated rivers) as well as the objectives of environmental and biodiversity policies. <del>Such an approach</del> <b>For this purpose, reference water levels should be considered at established for each European Transport Corridor, waterway or section of waterway. In the process of specifying reference water levels the Commission should closely cooperate with Member States concerned and the river basin level navigation commissions concerned set up by international</b></p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				agreements in order to ensure a coherent approach regarding the requirements for inland waterway infrastructure with a view to promote that mode of transport.	
Recital 45a					
55a			<p><i>(45a) Good navigation status should be defined by the natural characteristics of free flowing river basins and no major new interventions nor dredging works, which could have a negative impact on biodiversity, should be encouraged in order to enable navigability.</i></p> <p>Ex AM 391 1st part</p>		C
Recital 45b					
55b			<p><i>(45b) Good navigation status should be defined in close cooperation with the Member States concerned</i></p>		B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>and, where applicable, the river navigation commissions.</i>		
Recital 45c					
55c			<i>(45c) Greater efficiency of cross-border commercial transport operations on inland waterways should be encouraged, including the development of data exchanges in order to enable cooperation mechanisms between Member States, such as Inland Waterways Managers.</i>		B
Recital 45d					
55d			<i>(45d) Particular attention should be given while building new inland waterway infrastructure to avoid potential barriers to the connectivity of free-flowing rivers and biodiversity loss.</i>		B



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 46					
56	(46) Being the entry and exit points for the land infrastructure of the trans-European transport network, maritime ports play an important role as cross-border multimodal nodes which serve not only as transport hubs, but also as gateways for trade, industrial clusters and energy hubs, for example with regard to the deployment of off-shore wind installations.		(46) Being the entry and exit points for the land infrastructure of the trans-European transport network, maritime ports play an important role as cross-border multimodal nodes which serve not only as transport hubs, but also as gateways for trade, industrial clusters and <b><i>increasingly as</i></b> energy hubs, for example with regard to the deployment of off-shore wind installations. <b><i>Synergies between trans-European transport network and trans-European networks for energy should be increased. While ensuring an open and stable framework for investors is essential for the development of European maritime ports, particular attention should be paid to investments in these ports since they play a strategic role for the security and</i></b>	(46) Being the entry and exit points for the land infrastructure of the trans-European transport network, maritime ports play an important role as cross-border multimodal nodes which serve not only as transport hubs, but <b>may also be</b> <del>also be</del> as gateways for trade, industrial clusters and energy hubs. <b>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</b> <del>, for example with regard to the deployment of</del> off-shore wind installations, <b>production of green hydrogen and transport and storage of liquefied natural gas. To strengthen synergies between the transport</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>strategic autonomy of the Union.</i>	and energy sector in the 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.	
Recital 47					
57	(47) Short sea shipping can make a substantial contribution to the decarbonisation of transport by carrying more freight and passengers. The European Maritime Space should be promoted by creating or upgrading short-sea shipping routes and by developing maritime ports and their hinterland connections as to provide an efficient and sustainable integration with other modes of transport.			(47) Short sea shipping can make a substantial contribution to the decarbonisation of transport by carrying more freight and passengers <b>on sea, inter alia as to reduce road congestion on the Union's territory and to improve access to peripheral and island regions and states. There is however a need to better integrate short-sea shipping links, constituting the maritime dimension of the trans-European transport network, with the landside network and to</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>put stronger emphasis on the entire transport and logistic chain, both to sea and hinterland. The newly created overarching concept of –the European Maritime Space should be promoted by creating or upgrading short-sea shipping routes and by developing maritime ports and their hinterland connections as to provide an efficient and sustainable integration with other modes of transport.</p> <p>Moreover, that new concept should foster sustainable short-sea shipping links with the aim to concentrate flows of freight on sea-based logistical routes in such a way as to improve existing maritime links or to establish new viable, regular and frequent maritime links.</p>	
Recital 48					
58					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>(48) Road transport in the Union accounts for three-quarters of the total inland freight transport (based on tonne-kilometres performed) and for around 90% of the total inland passenger transport (based on the total number of passenger kilometres). Given the importance of road transport and the commitment to improve road safety in line with the milestone of the Sustainable and Smart Mobility Strategy, there is a need to enhance the road infrastructure from the safety point of view.</p>		<p>(48) Road transport in the Union accounts for three-quarters of the total inland freight transport (based on tonne-kilometres performed) and for around 90% of the total inland passenger transport (based on the total number of passenger kilometres). Given the importance of road transport and the commitment to improve road safety in line with the milestone of the Sustainable and Smart Mobility Strategy, there is a need to enhance the road infrastructure from the safety point of view, <i>as well as to adapt it to sustainability and digitalisation standards ensuring the highest safety standards. The improvement of operational safety throughout the life cycle of vulnerable infrastructure, in particular infrastructure facing vulnerabilities (i.e. tunnels, bridges) is of</i></p>	<p>(48) Road transport in the Union accounts for three-quarters of the total inland freight transport (based on tonne-kilometres performed) and for around 90% of the total inland passenger transport (based on the total number of passenger kilometres). Given the importance of road transport and the commitment to improve road safety in line with the milestone of the</p> <p><b>Commission Communication on the Sustainable and Smart Mobility Strategy</b>, there is a need to enhance the road infrastructure from the safety point of view.</p>	<p><b>B</b></p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>outmost importance to guarantee quality road infrastructure in the trans-European transport network.</i>		
Recital 48a					
58a				<p><b>(48a) Member States should ensure the connection of airports of the core network of a certain traffic volume to urban nodes, by rail, metro, light rail or trams to improve connectivity, ensure adequate capacity and user convenience except where specific geographic or significant physical constraints prevent such connections. With respect to those airports, which are global hubs, Member States are encouraged to develop or enhance connections to long-distance rail or high-speed rail to provide alternatives to short haul flights.</b></p>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 48a					
58b			<p><i>(48a) In order to guarantee access to adequate resting facilities for professional drivers, Members States should do their utmost to deploy a sufficient number of safe and secure parking areas for commercial vehicles along the whole trans-European transport network in the Union.</i></p>		C
Recital 48c					
58c				<p><b>(48b) In order to foster innovation in the field of air transport, spaceports should be included in the list of air transport infrastructure components. However, that inclusion should be without prejudice to the competence of the Union in the area of space under Article 4(3) TFEU and Article 189 TFEU which</b></p>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>excludes any harmonisation of the laws and regulations of the Member States.</p> <p>Moreover, the inclusion of spaceports in the list of air transport infrastructure components under this Regulation should not lead to the application of existing or future EU legislation relating to air transport infrastructure to spaceports unless expressly provided by such legislation.</p>	
Recital 48b					
58d			<p><i>(48b) In order to drastically reduce the cases of extremely long border waiting times for road freight transport, the Commission should consider submitting a proposal to significantly reduce border waiting times for road freight transport through the</i></p>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>introduction of an Union-wide standard maximum time for processing and controls of heavy-duty vehicles at Union borders. The aim should be to reach an average of 1-minute for processing and controls of EU registered heavy-duty vehicles.</i></p> <p>Ex oral AM 2</p>		
Recital 48c					
58e			<p><i>(48c) The Commission and the responsible agencies should take all measures at their disposal in order to enable cross-border operations for all modes of transport on the TEN-T network without undue interruptions due to administrative, operational, safety, technical or interoperability reasons. In addition, Member States should engage in multilateral discussions,</i></p>		<p>C - Linked to the role of Coordinators.</p>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>facilitated by the Coordinator of the respective corridor, in order to solve disputes related to cross-border operations for all modes of transport on the TEN-T network. The responsible Coordinator should inform yearly about any dispute to the European Parliament and the national Parliaments concerned.</i>		
Recital 48d					
58f			<i>(48d) Further to a network-wide road safety assessment, Member States should classify all sections of the road network covered by the Directive 2008/96/EC<sup>1</sup> of the European Parliament and of the Council in no fewer than three categories. An exemption from the transport infrastructure requirements should only be granted if the road has been classified within the</i>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>categories that ensure a high level of safety.</i></p> <p><i>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).</i></p>		
Recital 49					
59	<p>(49) The trans-European transport network should ensure efficient multimodality in order to allow better and more sustainable modal choices to be made for passengers and freight and in order to enable large volumes to be consolidated for transfers over long distances. Multimodal terminals should play a key role to meet this objective.</p>		<p>(49) The trans-European transport network should ensure efficient multimodality in order to allow better and more sustainable modal choices to be made for passengers and freight and in order to enable large volumes to be consolidated for transfers over long distances, <b><i>in particular by rail.</i></b> Multimodal terminals should play a key role to meet this objective. <b><i>Insufficient punctuality has been a major obstacle to making multimodality an attractive option for the transport of freight and passengers. Efficient</i></b></p>	<p>(49) The trans-European transport network should ensure efficient multimodality in order to allow better and more sustainable modal choices to be made for passengers and freight and in order to enable large volumes to be consolidated for transfers over long distances. Multimodal terminals should play a key role to meet this objective.</p>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>management of traffic flows as well as the increase in capacity of the infrastructure will enable rail to play its full part in improving the functioning of the intermodal transport chain.</i>		
Recital 49a					
59a				(49a) Member States should conduct a market and prospective analysis on multimodal freight terminals on their territory and elaborate an action plan for the development of a multimodal freight terminal network. To this aim, they may refer to existing studies and plans. The action plan prepared by Member States should promote the development of multimodal freight terminals. However, Member States should not be obliged to implement the action plan.	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Moreover, the action plan should not lead to an obligation for the private sector to invest in terminals. The plan should not be subject to Strategic Environmental Assessment.	
Recital 49a					
59b			<i>(49a) Passenger traffic and numbers of passengers on TEN-T corridors will need to increase. Passengers should have a seamless user experience when searching, selecting and buying their transport services, including through multimodal ticketing.</i>		B
Recital 50					
60	(50) Urban nodes play an important role on the trans-European transport network as starting point or final destination ("last mile") for		(50) Urban nodes play an important role on the trans-European transport network as starting point or final destination ("last mile") for	(50) Urban nodes play an important role on the trans-European transport network as starting point or final destination ("last mile") for	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	passengers and freight moving on the trans-European transport network and are points of transfer within or between different transport modes. It should be ensured that capacity bottlenecks and an insufficient network connectivity within urban nodes do no longer hamper multimodality along the trans-European transport network.		passengers and freight moving on the trans-European transport network and are points of transfer within or between different transport modes, <b>and to local and regional transportation</b> . It should be ensured that capacity bottlenecks and an insufficient network connectivity within urban nodes do no longer hamper multimodality along the trans-European transport network. <b>Urban nodes should also encourage the increase of the modal share of sustainable transport modes, such as public transport or active modes.</b>	passengers and freight moving on the trans-European transport network and are points of transfer within or between different transport modes. It should be ensured that capacity bottlenecks and an insufficient network connectivity within urban nodes do no longer hamper multimodality along the trans-European transport network. <b>The trans-European transport network policy should focus on promoting seamless traffic flows from, to and across urban nodes on the network. The local connectivity within urban nodes should be addressed by the competent local, regional or national authorities, in particular through relevant measures of the SUMP.</b>	
Recital 51					
61					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>(51) As an effective single framework for tackling urban mobility challenges, urban nodes should develop a Sustainable Urban Mobility Plan (SUMP), which is a long-term, all-encompassing integrated freight and passenger mobility plan for the entire functional urban area<sup>1</sup>. It should include objectives, targets and indicators underpinning the current and future 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.</p> <p><sup>1</sup>. The SUMP concept was first proposed in the 2013 EU Urban mobility package (COM(2013)913 final, Annex I)</p>		<p>(51) As an effective single framework for tackling urban mobility challenges, urban nodes should develop a Sustainable Urban Mobility Plan (SUMP), which is a long-term, all-encompassing integrated freight and passenger mobility plan for the entire functional urban area<sup>1</sup>. <b><i>Coordination and harmonisation of SUMPs should be encouraged.</i></b> It should include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, congestion, accidents and injuries, modal share and <del>access</del><b><i>accessibility</i></b> to mobility services, <b><i>including for vulnerable road users and for persons with disabilities or reduced mobility</i></b>, as well as data on air and noise pollution in cities. <b><i>The data collected should be disaggregated</i></b></p>	<p>(51) As an effective single framework for tackling urban mobility challenges, <del>urban nodes should develop</del> a Sustainable Urban Mobility Plan (SUMP), which is a long-term, all-encompassing integrated freight and passenger mobility plan for the entire functional urban area<sup>1</sup>. <del>It should,</del> <b><i>should be adopted for each urban node. It could</i></b> include objectives, targets and indicators underpinning the current and future performance of the urban transport system, <del>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.</del></p> <p><sup>1</sup>. The SUMP concept was first proposed in the 2013 EU Urban mobility package (COM(2013)913 final, Annex I)</p>	<p>C - Linked to SUMPs in lines 570 and 571.</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>based on age, gender and disability, where possible, to ensure that the data is representative of all users and their differing needs and patterns of mobility, as well as properly considers the differing impact of transport and transport infrastructure on the population.</i></p> <p><i>1. The SUMP concept was first proposed in the 2013 EU Urban mobility package (COM(2013)913 final, Annex I)</i></p>		
Recital 52					
62	(52) Member States should establish a national SUMP support programme aimed at promoting the uptake of SUMPs and improving coordination among regions, cities and towns. It should support regions and urban areas to develop high-quality SUMPs and reinforce monitoring and evaluation of the SUMP implementation through		(52) Member States should establish a national SUMP support programme aimed at promoting the uptake of SUMPs and improving coordination among regions, cities and towns. It should support regions and urban areas to develop high-quality SUMPs and reinforce monitoring and evaluation of the SUMP implementation through	(52) Member States should <del>establish a national SUMP support programme aimed at promoting</del> <b>promote</b> the uptake of SUMPs <del>and</del> <b>with a view to</b> improving coordination among regions, cities and towns. <del>It should support regions and urban areas</del> <b>To that end, Member States may support local authorities</b> to develop high-quality	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	legislative measures, guidance, capacity building, assistance and possibly financial support.		legislative measures, guidance, capacity building, assistance and possibly financial support. <i>The Commission should be able to update the list of urban nodes in Annex II at the request of a Member State, with the previous agreement of the urban nodes alongside the European Transport Corridor concerned, with the aim of improving territorial balance and accelerating the transition to a more sustainable mobility.</i>	SUMPs and reinforce monitoring and evaluation of the SUMP implementation through legislativeany appropriate measures, guidance, capacity building, assistance and possibly financial support.	
Recital 52a					
62a			<i>(52a) Each Member State should put in place a national SUMP support programme and designate a national SUMP contact point with the aim of strengthening governance and increasing nation-wide ownership, planning and uptake of sustainable</i>		c



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>urban mobility policies, and improving coordination among regions, cities, and towns. The national contact point should develop national guidance for urban mobility planning based on the European SUMP Guidelines, provide technical assistance and expert support for the preparation and implementation of SUMPs, monitor progress, review and provide advice to improve the quality of SUMPs within their Member State. They should also promote the national network of cities, regions and towns to foster peer-learning and to disseminate good practices, implement training programmes and organise and coordinate communication campaigns related to SUMPS.</i></p>		
Recital 52b					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
62b			<p><i>(52b) The promotion of active modes in urban nodes contributes to the Union's climate goals, improves public health, reduces congestion, offers last mile solution for passengers and provides economic benefits. Therefore , when planning new transport infrastructure, as well as maintenance and upgrading works in respect of the existing infrastructure, in urban nodes, account should be taken of active mode infrastructures, including walking and cycling infrastructures.</i></p>		B
Recital 53					
63	(53) The Mission on Climate-neutral and Smart Cities, set up under the Horizon Europe framework programme, aims to have 100 climate neutral cities in			(53) The Mission on Climate-neutral and Smart Cities, set up under the Horizon Europe framework programme, aims to have 100 climate neutral cities in	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the Union by 2030. The cities involved in the Mission will act as experimentation and innovation hubs for others to follow by 2050.			the Union by 2030. The cities involved in the Mission will act as experimentation and innovation hubs for others to follow by 2050.	
Recital 54					
64	(54) Multimodal digital mobility services help to enhance the integration of the different transport modes by combining several transport offers into one. Their further development should contribute to nudge behaviours towards the most sustainable modes, public transport and active modes such as walking and cycling.		(54) Multimodal digital mobility services help to enhance the integration of the different transport modes by combining several transport offers into one. Their further development should contribute to nudge behaviours towards the most sustainable modes, public transport and active modes such as walking and cycling, <b><i>and unlock the full benefits of "Mobility as a Service" solutions. Moreover, urban infrastructure planning should be developed in accordance with Union standards on road safety. Standards for safety of</i></b>	(54) Multimodal digital mobility services help to enhance the integration of the different transport modes by combining several transport offers into one. Their further development should contribute to nudge behaviours towards the most sustainable modes, public transport and active modes such as walking and cycling.	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>cycling and walking infrastructure should be developed to increase the shift to more sustainable modes of transport.</i>		
Recital 55					
65	(55) Information and Communication Technology (ICT) systems for transport are necessary in order to provide the basis for optimising traffic and transport operations and traffic safety and improving related services. Information flows in the transport and mobility network should be facilitated, including through the deployment of the Union Mobility Data Space. Information to passengers, including information on ticketing and reservation systems, should be available.			(55) Information and Communication Technology (ICT) systems for transport are necessary in order to provide the basis for optimising traffic and transport operations and traffic safety and improving related services. Information flows in the transport and mobility network should be facilitated, including through the deployment of the Union Mobility Data Space. Information to passengers, including information on ticketing and reservation systems, should be available.	
Recital 55b					
65a					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>(55b) Since this Regulation aims to create state-of-the art infrastructure, the trans-European transport network should be equipped with the necessary ICT systems, which would enable the introduction of targeted risk-based checks, and contactless and paperless non-discriminatory inspections based on access to real-time digital data on drivers, operators, commercial vehicles and cargo. All such checks and inspections should be carried out in a fully non-discriminatory way.</i></p>		c
Recital 56					
66	(56) Intelligent transport systems and services as well as new emerging technologies should serve as a catalyst for the deployment of intelligent transport systems and			(56) Intelligent transport systems and services as well as new emerging technologies should serve as a catalyst for the deployment of intelligent transport systems and	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	services on all roads of the trans-European transport network.			services on all roads of the trans-European transport network.	
Recital 57					
67	(57) Adequate planning of the trans-European transport network is required. This also entails the implementation of specific requirements throughout the network in terms of infrastructure, ICT systems, equipment and services, including the requirements for the alternative fuel infrastructure rollout as defined in Regulation (EU) [...] of the European Parliament and of the Council [on the deployment of alternative fuels infrastructure] <sup>1</sup> . It is therefore necessary to ensure adequate and concerted deployment of such requirements across Europe for each transport mode and for their		(57) Adequate planning of the trans-European transport network is required. This also entails the implementation of specific requirements throughout the network in terms of infrastructure, ICT systems, equipment and services, including the requirements for the alternative fuel infrastructure rollout as defined in Regulation (EU) [...] of the European Parliament and of the Council [on the deployment of alternative fuels infrastructure] <sup>1</sup> . It is therefore necessary to ensure adequate and concerted deployment of such requirements across Europe for each transport mode and for their	(57) Adequate planning of the trans-European transport network is required. This also entails the implementation of specific requirements throughout the network in terms of infrastructure, ICT systems, equipment and services, including the requirements for the alternative fuel infrastructure rollout as defined in Regulation (EU) [...] of the European Parliament and of the Council [on the deployment of alternative fuels infrastructure] <sup>1</sup> . It is therefore necessary to ensure adequate and concerted deployment of such requirements across Europe for each transport mode and for their	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>interconnection across the trans-European transport network and beyond, in order to obtain the benefits of the network effect and to make efficient long-range trans-European transport operations possible. In order to ensure the deployment of alternative fuels across the entire road network of the trans-European transport network in line with the targets set in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure], references to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] should 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] should be</p>		<p>interconnection across the trans-European transport network and beyond, in order to obtain the benefits of the network effect and to make efficient <b>sustainable</b> long-range trans-European transport operations possible. In order to ensure the deployment of alternative fuels across the entire road network of the trans-European transport network in line with the targets set in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure], references to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] should 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] should be</p>	<p>interconnection across the trans-European transport network and beyond, in order to obtain the benefits of the network effect and to make efficient long-range trans-European transport operations possible. In order to ensure the deployment of alternative fuels across the entire road network of the trans-European transport network in line with the targets set in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure], references to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] should 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] should be</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.</p> <p>1. Regulation of the European Parliament and of the Council of [...] on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (OJ L [...]).</p>		<p>construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.</p> <p>1. Regulation of the European Parliament and of the Council of [...] on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (OJ L [...]).</p>	<p>construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.</p> <p>1. Regulation of the European Parliament and of the Council of [...] on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (OJ L [...]).</p>	
Recital 58					
68	<p>(58) The trans-European transport network should provide the basis for the large-scale deployment of new technologies and innovation, such as 5G infrastructure, which can help enhance the overall efficiency of the European transport sector and capacity to enable secure passenger flows using efficient means, make public or greener transport means more attractive for passengers, and reduce its</p>		<p>(58) The trans-European transport network should provide the basis for the large-scale deployment of new technologies and innovation, <b><i>allowing for real-time data and information exchange,</i></b> such as 5G infrastructure, which can help enhance the overall efficiency of the European transport sector and capacity to enable secure passenger flows using efficient means, make public or greener transport</p>	<p>(58) The trans-European transport network should provide the basis for the large-scale deployment of new technologies and innovation, <del>such as 5G infrastructure,</del> which can help enhance the overall efficiency of the European transport sector and capacity to enable secure passenger flows using efficient means, make public or greener transport means more attractive for passengers, and reduce its</p>	B



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	carbon footprint. This will contribute towards the objectives of the European Green Deal and at the same time contribute to the objective of increasing energy security for the Union. In order to achieve those objectives, the availability of alternative fuels and related infrastructure should be improved throughout the trans-European transport network.		means more attractive for passengers, and reduce its carbon footprint. This will contribute towards the objectives of the European Green Deal and at the same time contribute to the objective of increasing energy security for the Union. In order to achieve those objectives, the availability of alternative fuels and related infrastructure should be improved throughout the trans-European transport network.	carbon footprint. This will contribute towards the objectives of the European Green Deal and at the same time contribute to the objective of increasing energy security for the Union. In order to achieve those objectives, the availability of alternative fuels and related infrastructure should be improved throughout the trans-European transport network.	
Recital 59					
69	(59) A sufficient number of fast recharging points for light and heavy-duty vehicles accessible to the public should be deployed across the trans-European transport network. This aim should ensure full cross-border connectivity and allow electric vehicles to circulate throughout the		(59) A sufficient number of fast recharging <i>and hydrogen refuelling</i> points for light and heavy-duty vehicles accessible to the public should be deployed across the trans-European transport network. This aim should ensure full cross-border connectivity <del>and allow electric vehicles to</del>	(59) A sufficient number of fast recharging points for light and heavy-duty vehicles accessible to the public should be deployed across the trans-European transport network. This aim should ensure full cross-border connectivity and allow electric vehicles to circulate throughout the	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Union. Distance-based targets for the trans-European transport network as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] are to ensure a minimum of sufficient coverage of electric recharging points along the Union's main road networks.		<del>circulate throughout the Union.</del> Distance-based targets for the trans-European transport network as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] are to ensure a minimum of sufficient coverage of electric recharging <b>and hydrogen refuelling</b> points along the Union's main road networks.	Union. Distance-based targets for the trans-European transport network as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] are to ensure a minimum of sufficient coverage of electric recharging points along the Union's main road networks.	
Recital 60					
70	(60) Publicly accessible recharging infrastructure along the trans-European transport network as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] should be complemented with requirements on the deployment of recharging infrastructure in multimodal terminals and for multimodal passenger		(60) Publicly accessible recharging <b>and hydrogen refuelling</b> infrastructure along the trans-European transport network as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] should be complemented with requirements on the deployment of <del>recharging</del> <b>the corresponding</b>	(60) Publicly accessible recharging infrastructure along the trans-European transport network as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] should be complemented with requirements on the deployment of recharging infrastructure in multimodal terminals and for multimodal passenger	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	hubs, to provide charging opportunities for long haul trucks when they are being loaded or unloaded or when the driver is taking a rest or for busses in multimodal passenger hubs. In order to ensure free circulation, where the terminals or passenger hubs receive Union or public support, the access for purposes of charging, should be on fair, transparent and non-discriminatory basis, so as to avoid market lock in for specific enterprises or possible distortions of competition. Pricing should be made on transparent and non-discriminatory basis for all authorised undertakings or persons, where the charging infrastructure is build using Union or public funding.		infrastructure in multimodal terminals and for multimodal passenger hubs, to provide charging <b>and hydrogen refuelling</b> opportunities for long haul trucks when they are being loaded or unloaded or when the driver is taking a rest or for busses in multimodal passenger hubs. In order to ensure free circulation, where the terminals or passenger hubs receive Union or public support, the access for purposes of charging <b>and hydrogen refuelling</b> , should be on a fair, <b>affordable</b> , transparent and non-discriminatory basis, so as to avoid market lock in for specific enterprises or possible distortions of competition. Pricing should be made on transparent and non-discriminatory basis for all authorised undertakings or persons, where the <del>charging</del> infrastructure is build using Union or public funding.	hubs, to provide charging opportunities for long haul trucks when they are being loaded or unloaded or when the driver is taking a rest or for <del>busses</del> <b>buses</b> in multimodal passenger hubs. In order to ensure free circulation, where the terminals or passenger hubs receive Union or public support, the access for purposes of charging, should be on fair, transparent and non-discriminatory basis, so as to avoid market lock in for specific enterprises or possible distortions of competition. <del>Pricing should be made on transparent and non-discriminatory basis for all authorised undertakings or persons, where the charging infrastructure is build using Union or public funding.</del>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Recital 61					
71	(61) Insufficient safety, security and reliability of the infrastructure, caused by natural hazards, including climate related events and other exceptional occurrences such as pandemics, human-made disasters such as accidents, or disruptions caused by intentional acts such as terrorism and cyber-attacks, is a major problem for the efficiency and functioning of the trans-European transport network. For instance, accidents caused by several natural disasters due to extreme weather events have interrupted the transport flows significantly in the past years. The resilience of the transport network to climate change, natural hazards, human-made disasters and other			(61) Insufficient safety, security and reliability of the infrastructure, caused by natural hazards, including climate related events and other exceptional occurrences such as pandemics, human-made disasters such as accidents, or disruptions caused by intentional acts such as terrorism and cyber-attacks, is a major problem for the efficiency and functioning of the trans-European transport network. For instance, accidents caused by several natural disasters due to extreme weather events have interrupted the transport flows significantly in the past years. The resilience of the transport network to climate change, natural hazards, human-made disasters and other	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>disruptions should hence be improved, drawing on the risk assessment and resilience enhancing measures taken by critical entities for the transport sector pursuant to Directive [...] on the resilience of critical entities<sup>1</sup>.</p> <p><sup>1</sup>. This Directive refers to the Commission's proposal for a Directive of the European Parliament and of the Council on the resilience of critical entities, COM/2020/829 final.</p>			<p>disruptions should hence be improved, drawing on the risk assessment and resilience enhancing measures taken by critical entities for the transport sector pursuant to Directive [...] on the resilience of critical entities<sup>1</sup>.</p> <p><sup>1</sup>. This Directive refers to the Commission's proposal for a Directive of the European Parliament and of <del>the</del> the Council on the resilience of critical entities, COM/2020/829 final.</p>	
Recital 61a					
71a			<p><i>(61a) Member States should carry out a climate and environmental vulnerability test and risk assessment of their existing critical infrastructure of transport and provide for all the necessary measures in order to ensure the long-term functioning and increase the resilience of the trans European</i></p>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>transport networks.</i>		
Recital 62					
72	(62) Taking stock of the experience with regard to the crisis management during the Covid-19 pandemic <sup>1</sup> and in order to avoid traffic disruptions and contingencies in future, Member States should take into account the security and resilience of the transport infrastructure to climate change, natural hazards, human-made disasters and other disruptions affecting the functioning of the Union transport system, when planning infrastructure. To that aim, the European Transport Corridors should also include important diversionary lines which can be used in case of congestion or other problems on the principal routes. In addition, due to their multimodal nature,		(62) Taking stock of the experience with regard to the crisis management during the Covid-19 pandemic <sup>1</sup> and in order to avoid traffic disruptions and contingencies in future, Member States should take into account the security and resilience of the transport infrastructure to climate change, natural hazards, human-made disasters and other disruptions affecting the functioning of the Union transport system, when planning infrastructure. To that aim, <b><i>existing bottlenecks should be removed and</i></b> the European Transport Corridors should also include important diversionary lines which can be used in case of congestion or other problems on the principal	(62) Taking stock of the experience with regard to the crisis management during the Covid-19 pandemic <sup>1</sup> and in order to avoid traffic disruptions and contingencies in future, Member States should take into account the security and resilience of the transport infrastructure to climate change, natural hazards, human-made disasters and other disruptions affecting the functioning of the Union transport system, when planning infrastructure. To that aim, the European Transport Corridors should also include important diversionary lines which can be used in case of congestion or other problems on the principal routes. In addition, due to their multimodal nature,	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>one mode can substitute the other in case of emergencies.</p> <p>1. Communication on the implementation of the Green Lanes under the Guidelines for border management measures to protect health and ensure the availability of goods and essential services; C(2020)1897 final (OJ C 96 I, 24.3.2020, p. 1) and Communication of 28 October 2020 from the Commission to the European Parliament, the European Council and the Council on "upgrading the transport Green Lanes to keep the economy going during the COVID-19 pandemic resurgence"; COM(2020)685 final.</p>		<p>routes. In addition, due to their multimodal nature, one mode can substitute the other in case of emergencies.</p> <p>1. Communication on the implementation of the Green Lanes under the Guidelines for border management measures to protect health and ensure the availability of goods and essential services; C(2020)1897 final (OJ C 96 I, 24.3.2020, p. 1) and Communication of 28 October 2020 from the Commission to the European Parliament, the European Council and the Council on "upgrading the transport Green Lanes to keep the economy going during the COVID-19 pandemic resurgence"; COM(2020)685 final.</p>	<p>one mode can substitute the other in case of emergencies.</p> <p>1. Communication on the implementation of the Green Lanes under the Guidelines for border management measures to protect health and ensure the availability of goods and essential services; C(2020)1897 final (OJ C 96 I, 24.3.2020, p. 1) and Communication of 28 October 2020 from the Commission to the European Parliament, the European Council and the Council on "upgrading the transport Green Lanes to keep the economy going during the COVID-19 pandemic resurgence"; COM(2020)685 final.</p>	
Recital 62a					
72a			<p><i>(62a) Member States should establish, in cooperation with the Commission and the European Coordinators, "Green Lanes" to ensure the efficiency and functioning of transport</i></p>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>infrastructures for the traffic flow of essential goods and of people in case of emergency.</i>		
Recital 63					
73	(63) The participation of undertakings, including those, which are owned or controlled by a natural person of a third country or an undertaking of a third country, including those, which are established in a third country, can accelerate the realisation of the trans-European transport network. However, under specific circumstances, the participation of or contribution by undertakings owned or controlled by a natural person of a third country or an undertaking of a third country to projects of common interest might compromise security and public order in the EU.		(63) <b><i>Transport infrastructure is the backbone of the economy and society as a whole, some are critical to ensure the good-functioning of vital societal functions, and therefore are a pillar of the strategic autonomy in the Union. In this context,</i></b> the participation of undertakings, including those, which are owned or controlled by a natural person of a third country or an undertaking of a third country, including those, which are established in a third country, can accelerate the realisation of the trans-European transport network. However, under specific circumstances, the	(63) The participation of undertakings, including those, which are owned or controlled by a natural person of a third country or an undertaking of a third country, including those, which are established in a third country, can accelerate the realisation of the trans-European transport network. However, under specific circumstances, the participation of or contribution by undertakings owned or controlled by a natural person of a third country or an undertaking of a third country to projects of common interest might compromise security and public order in the EU.	C - Linked to Article 47 (risks to security and public order).



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>Without prejudice and in addition to the cooperation mechanism pursuant to Regulation (EU) 2019/452<sup>1</sup>, greater awareness of such participation or contribution is necessary to allow intervention of public authorities if it appears that they are likely to affect security or public order in the Union and the participation or contribution does not fall under the scope of Regulation (EU) 2019/452.</p> <p><sup>1</sup>. Regulation (EU) 2019/452 of the European Parliament and of the Council of 19 March 2019 establishing a framework for the screening of foreign direct investments into the Union (OJ L 79I , 21.3.2019, p. 1).</p>		<p>participation of or contribution by undertakings owned or controlled by a natural person of a third country or an undertaking of a third country to projects of common interest might compromise security, <b>public order or strategic autonomy in the EU. Investments, interests and presence of third country-owned companies in European strategic - and sometimes even military - infrastructure, such as ports, airports and container terminals, are increasing. Such increasing foreign presence in European strategic infrastructure risks undermining the resilience of our Union. Therefore, especially in view of the new security situation on our continent, it is crucial that the Union adopts with priority, a stringent strategic approach towards the</b></p>	<p>Without prejudice and in addition to the cooperation mechanism pursuant to Regulation (EU) 2019/452<sup>1</sup>, greater awareness of such participation or contribution is necessary to allow intervention of public authorities if it appears that they are likely to affect security or public order in the Union and the participation or contribution does not fall under the scope of Regulation (EU) 2019/452.</p> <p><sup>1</sup>. Regulation (EU) 2019/452 of the European Parliament and of the Council of 19 March 2019 establishing a framework for the screening of foreign direct investments into the Union (OJ L 79I , 21.3.2019, p. 1).</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>development and revision of the trans-European transport network and prevents any third country presence that is likely to affect security or <del>and</del> public order in the EU Union. Without prejudice and in addition to the cooperation mechanism pursuant to Regulation (EU) 2019/452<sup>26</sup>, greater awareness of such participation or contribution is necessary to allow intervention of public authorities if it appears that they are likely to affect security or public order in the Union and the participation or contribution does not fall under the scope of Regulation (EU) 2019/452.</i></p> <p><i>1. Regulation (EU) 2019/452 of the European Parliament and of the Council of 19 March 2019 establishing a framework for the screening of foreign direct investments into the Union (OJ L 79I, 21.3.2019, p. 1).</i></p>		
Recital 64					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
74	(64) While maintenance is and will remain the main responsibility of the Member States, it is important that the trans-European transport network – once built – is properly maintained to ensure a high quality of services. A life cycle approach should be followed when planning and procuring infrastructure projects.		(64) While maintenance is and will remain the main responsibility of the Member States, it is important that the trans-European transport network – once built – is properly maintained to ensure a high quality of services. A life cycle approach should be followed when planning and procuring infrastructure projects, <b>and should be taken into account in order to receive funding from the CEF. Maintenance works should be conducted in compliance with Commission Delegated Decision (EU) 2017/2075.</b>	(64) While maintenance is and will remain the main responsibility of the Member States <b>and without prejudice to the competence of Member States regarding in particular the financing and management of the maintenance,</b> it is important that the trans-European transport network – once built – is properly maintained to ensure a high quality of services-, <b>following</b> a life cycle approach <b>when planning and procuring infrastructure projects. In particular, Member States should be followed when</b> make all possible efforts to ensure that long term maintenance planning <b>for road and where relevant, for inland waterway and procuring infrastructure projects is put in place.</b>	<b>c</b>
Recital 65					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
75	(65) In order to implement parts of the trans-European transport network of highest strategic importance within the given timescale, a corridor approach should be used as an instrument to coordinate different projects on a transnational basis and to synchronise the development of the corridor, thereby maximising network benefits.			(65) In order to implement parts of the trans-European transport network of highest strategic importance within the given timescale, a corridor approach should be used as an instrument to coordinate different projects on a transnational basis and to synchronise the development of the corridor, thereby maximising network benefits.	
Recital 66					
76	(66) European Transport Corridors should help to develop the infrastructure of the trans-European transport network in such a way as to address bottlenecks, enhance cross-border connections and improve efficiency and sustainability. They should contribute to cohesion through improved territorial		(66) European Transport Corridors should help to develop the infrastructure of the trans-European transport network in such a way as to address bottlenecks, <b>administrative burden</b> , enhance cross-border connections, <b>in particular for rail</b> , and improve efficiency and sustainability. They should	(66) European Transport Corridors should help to develop the infrastructure of the trans-European transport network in such a way as to address bottlenecks, enhance cross-border connections and improve efficiency and sustainability. They should contribute to cohesion through improved territorial	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	cooperation. They should also address wider transport policy objectives and facilitate interoperability, modal integration and multimodal operations. The corridor approach should be transparent and clear and the management of such corridors should not create additional administrative burdens or costs.		contribute to cohesion through improved territorial cooperation, <b>including with neighbouring countries</b> . They should also address wider transport policy objectives and facilitate interoperability, modal integration and multimodal operations. The corridor approach should be transparent and clear and the management of such corridors should not create additional administrative burdens or costs. <b>The European Transport Coordinators should also encourage the establishment of integrated management structures, including joint ventures, aimed at accelerating the implementation of cross-border infrastructure projects.</b>	cooperation. They should also address wider transport policy objectives and facilitate interoperability, modal integration and multimodal operations. The corridor approach should be transparent and clear and the management of such corridors should not create additional administrative burdens or costs.	
Recital 67					
77	(67) In agreement with the Member State concerned,		(67) In agreement with the Member State concerned,	(67) In agreement with the Member State concerned,	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	European Coordinators should facilitate the coordinated implementation of the European Transport Corridors and of the two horizontal priorities, ERTMS and European Maritime Space. They should facilitate measures to design the right governance structure and to identify the priority investments along the European Transport Corridors and of the two horizontal priorities.		<i>and after consulting the neighbouring countries concerned</i> , European Coordinators should facilitate the coordinated implementation of the European Transport Corridors and of the two horizontal priorities, ERTMS and European Maritime Space. They should facilitate measures to design the right governance structure and to identify the priority investments along the European Transport Corridors and of the two horizontal priorities.	<del>European Coordinators should</del> <b>order to</b> facilitate the coordinated implementation of the European Transport Corridors and of the two horizontal priorities, ERTMS and European Maritime Space, <b>European Coordinators should be designated by the Commission in agreement with the Member States concerned</b> . They should facilitate measures to design the right governance structure and <del>to identify the priority investments</del> <b>ensure coherent priority setting of infrastructure and investment planning</b> along the European Transport Corridors and of the two horizontal priorities.	
Recital 68					
78	(68) The European and national frameworks for transport infrastructure planning and			(68) The European and national frameworks for transport infrastructure planning and	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	implementation as well as work plans established by the European Coordinators should contribute to the timely schedule and planning of investments necessary for the achievement of the objectives of this Regulation.			implementation as well as work plans established by the European Coordinators should contribute to the timely schedule and planning of investments necessary for the achievement of the objectives of this Regulation.	
Recital 69					
79	(69) The work plans of the European Coordinators should be used to promote cooperation between all relevant stakeholders, to strengthen complementarity with actions by Member States and infrastructure managers and in particular to set the milestones and priorities for investments. Based on the work plans, the Commission should adopt implementing acts setting out the priorities for infrastructure planning and for funding.		(69) The work plans of the European Coordinators should be used to promote cooperation between all relevant stakeholders, <del>to</del> <b>including where appropriate relevant stakeholders from neighbouring countries. They should</b> strengthen complementarity with actions by <del>Member States</del> <b>public authorities</b> and infrastructure managers and in particular <del>to</del> set the milestones and priorities for investments. Based on the work plans, the	(69) The work plans of the European Coordinators should be used to promote cooperation between all relevant stakeholders, to strengthen complementarity with actions by Member States and infrastructure managers and in particular to set <del>the</del> <b>indicative</b> milestones <del>and priorities for investments. Based on the work plans, the Commission should adopt implementing acts setting out the priorities for infrastructure planning and for funding for the</del>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			Commission should adopt implementing acts setting out the priorities for infrastructure planning and for funding <i>in the Member States. Funding from the Union cannot be granted if priorities laid down at European level are not respected.</i>	<b>implementation of major missing links and cross-border sections and for the removal of bottlenecks.</b>	
Recital 69a					
79a			<i>(69a) In order to avoid stranded assets in Member States, due to significant delays on TEN-T projects in neighbouring countries, the Commission should closely monitor the planning, the start and the completion of work of the projects on the networks, as set in the implementing acts. The Commission should submit annual reports to the European Parliament and national Parliaments. In the event of significant delays, that is delays of more than 2</i>		<b>C</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>years, the Commission should immediately launch infringement procedures.</i>		
Recital 69b					
79b			<i>(69b) The European Coordinator may cooperate with relevant international organisations, such as the Transport Community established under the Transport Community Treaty<sup>1a</sup> in the field of road, rail, inland waterway and maritime transport, as well as the development of the transport network between the European Union and the South East European Parties.</i>		B
Recital 69c					
79c			<i>(69c) Based on the work plans, the Union should also be able to conclude high-level agreements with the neighbouring countries concerned, setting out the</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>priorities for infrastructure planning and for funding on their territory.</i>		
Recital 70					
80	(70) The technical basis of the maps specifying the trans-European transport network is provided by the interactive geographical and technical information system for the trans-European transport network (TENtec).		(70) The technical basis of the maps specifying the trans-European transport network is provided by the interactive geographical and technical information system for the trans-European transport network (TENtec), <i>provides the technical basis of the maps reflecting the evolution of the trans-European transport network with a view of achieving the corresponding final goals reflected in Annex I and in the lists of Annex II of this Regulation.</i>	(70) The technical basis of the maps specifying the trans-European transport network is provided by the interactive geographical and technical information system for the trans-European transport network (TENtec).	B
Recital 70a					
80a			<i>(70a) Military mobility aims to harmonise rules across the Member States and to explore the</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>potential of a civilian-military ("dual use") approach to infrastructure development in order to reinforce the Union's defence and resilience.</i>		
Recital 71					
81	<p>(71) Taking into account the Union Action Plan on Military Mobility of March 2018<sup>1</sup> the Commission should assess the need to adapt the trans-European transport network to reflect the military use of the infrastructure. Based on the gap analysis between the trans-European transport network and the military requirements<sup>2</sup> additional roads and railways should be included in the trans-European network to enhance the synergies between civilian and military transport networks.</p> <p><small>1. Joint Communication to the European Parliament and the Council on the Action Plan on</small></p>			<p>(71) Taking into account the <del>Union</del> <b>Communication of the Commission on the</b> Action Plan on Military Mobility of March 2018<sup>1</sup> the Commission <del>should</del> <b>assess</b> <del>assessed</del> the need to adapt the trans-European transport network to reflect the military use of the infrastructure. Based on the gap analysis between the trans-European transport network and the military requirements<sup>2</sup> additional roads and railways <del>should</del> <b>have been</b> included in the trans-European network to enhance the synergies between civilian and military transport networks.</p> <p><small>1. Joint Communication to the</small></p>	<b>A</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>Military Mobility (JOIN(2018)05 final).</p> <p>2. Joint Staff Working Document on the updated Gap Analysis between the military requirements and the trans-European transport network requirements, 17 July 2020, (SWD(2020) 144 final).</p>			<p>European Parliament and the Council on the Action Plan on Military Mobility (JOIN(2018)05 final).</p> <p>2. Joint Staff Working Document on the updated Gap Analysis between the military requirements and the trans-European transport network requirements, 17 July 2020, (SWD(2020) 144 final).</p>	
Recital 71a					
81a			<p><i>(71a) Russia's war of aggression against Ukraine has confirmed the urgent need to strengthen the Union's ability to move military forces at the necessary scale and speed and to step up efforts to substantially enhance military mobility. As highlighted by the EU "Strategic Compass for Security and Defence" adopted by the Council on 21 March 2022,- For a European Union that protects its citizens, values and interests and contributes to international peace and</i></p>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>security – the Union needs to strengthen dual-use transport infrastructure across the trans-European transport network in order to promote rapid and seamless movement of military personnel, material and equipment for operational deployments and exercises, including humanitarian transport, and to substantially decrease red tape through simplified and uniform administrative procedures, especially for customs requirements. There is a dedicated budget for dual-use transport infrastructure projects under the CEF for the period 2021-2027 (CEF II). However, the limited budget allocation for Military Mobility, representing a budget of EUR 1,69 billion, as adopted in 2020, should be substantially and rapidly increased in order to adapt</i></p>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>the TEN-T network to the new geopolitical landscape and improve dual civil and defence use across the Union.</i>		
Recital 72					
82	(72) In order to maximise consistency between the guidelines and the programming of the relevant financial instruments available at Union level, trans-European transport network funding should comply with this Regulation and be based, in particular, on Regulation (EU) No 2021/1153 of the European Parliament and of the Council <sup>1</sup> . In addition, network funding should also build on funding and financing instruments provided under other Union law, including InvestEU, the Recovery and Resilience Facility, Cohesion Policy, Horizon		(72) In order to maximise consistency between the guidelines and the programming of the relevant financial instruments available at Union level, trans-European transport network funding should comply with this Regulation and be based, in particular, on Regulation (EU) No 2021/1153 of the European Parliament and of the Council <sup>1</sup> . In addition, network funding should also build on funding and financing instruments provided under other Union law, including InvestEU, the Recovery and Resilience Facility, Cohesion Policy, Horizon	(72) In order to maximise consistency between the guidelines and the programming of the relevant financial instruments available at Union level, trans-European transport network funding should comply with this Regulation and be based, in particular, on Regulation (EU) No 2021/1153 of the European Parliament and of the Council <sup>1</sup> . In addition, network funding should also build on funding and financing instruments provided under other Union law, including InvestEU, the Recovery and Resilience Facility, Cohesion Policy, Horizon	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>Europe and other financing instruments established by the European Investment Bank. To enable the financing of projects of common interest, references to ‘multimodal logistics platforms’, ‘motorways of the sea’ and ‘telematic applications’ in Regulation (EU) 2021/1153 should be respectively construed as references to ‘multimodal freight terminals’, ‘European Maritime Space’ and ‘ICT systems for transport’ as defined in this Regulation. For the same purpose, references to ‘core network’ in Regulation (EU) 2021/1153 should be construed as including ‘extended core network’ as defined in this Regulation.</p> <p><small>1. Regulation (EU) No 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (OJ L 249, 14.7.2021, p. 38).</small></p>		<p>Europe, <b><i>Innovation Fund</i></b>, and other financing instruments established by the European Investment Bank. To enable the financing of projects of common interest, references to ‘multimodal logistics platforms’, ‘motorways of the sea’ and ‘telematic applications’ in Regulation (EU) 2021/1153 should be respectively construed as references to ‘multimodal freight terminals’, ‘European Maritime Space’ and ‘ICT systems for transport’ as defined in this Regulation. For the same purpose, references to <del>‘core comprehensive</del> network’ in Regulation (EU) 2021/1153 should be construed as including ‘extended core network’ as defined in this Regulation, <b><i>unless a Member State has already completed its core network.</i></b></p> <p><small>1. Regulation (EU) No 2021/1153 of the European Parliament and</small></p>	<p>Europe and other financing instruments established by the European Investment Bank. To enable the financing of projects of common interest, references to ‘multimodal logistics platforms’, ‘motorways of the sea’ and ‘telematic applications’ in Regulation (EU) 2021/1153 should be respectively construed as references to ‘multimodal freight terminals’, ‘European Maritime Space’ and ‘ICT systems for transport’ as defined in this Regulation. For the same purpose, references to ‘core network’ in Regulation (EU) 2021/1153 should be construed as including ‘extended core network’ as defined in this Regulation.-</p> <p><small>1. Regulation (EU) No 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (OJ L 249, 14.7.2021, p. 38).</small></p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (OJ L 249, 14.7.2021, p. 38).		
Recital 73					
83	(73) The achievement of the objectives of the trans-European transport network, in particular with regard to the decarbonisation and digitalisation of the transport system in the Union, requires a robust regulatory framework. Ambitious reforms should be implemented by Member States to address the challenges of sustainable transport as identified in the European Semester. The Recovery and Resilience Facility supports both reforms and investments to make transport more sustainable, reduce emissions, improve safety and efficiency. Relevant measures to that			(73) The achievement of the objectives of the trans-European transport network, in particular with regard to the decarbonisation and digitalisation of the transport system in the Union, requires a robust regulatory framework. Ambitious reforms should be implemented by Member States to address the challenges of sustainable transport as identified in the European Semester. The Recovery and Resilience Facility supports both reforms and investments to make transport more sustainable, reduce emissions, improve safety and efficiency. Relevant measures to that	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	effect are included in approved Recovery and Resilience Plans.			effect are included in approved Recovery and Resilience Plans.	
Recital 73a					
83a			<p><i>(73a) The current budget of the Connecting Europe Facility 2021-2027 (CEF II) has proven insufficient given the rising needs of the transport sector and the new geopolitical context as well as the enhanced TEN-T infrastructure requirements. The Commission and Member States should explore new funding opportunities and plan an ambitious successor programme to CEF II for the MFF post-2027, with reinforced funding. This CEF III should be properly funded and significantly increased, and include a dedicated "external transport" envelope in order to increase</i></p>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>cooperation with third countries in terms of cross-border projects and infrastructure deployment.</i>		
Recital 73b					
83b			<i>(73b) An increased budget and resources should also be reflected and proportional to the increase of competences and roles of the relevant European agencies, including the European Railway Agency</i>		<b>C</b>
Recital 73c					
83c			<i>(73c) The Commission should ensure that the European Coordinators have sufficient resources and support to perform the tasks prescribed to them in this legislation: Particularly with an increased scope of the coordinators' roles and their cross-border responsibilities, the</i>		<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>Commission should allocate sufficient budget and personnel to European Coordinators.</i>		
Recital 74					
84	(74) In order to update the maps and the list of ports, airports, terminals and urban nodes included in Annexes I and II to take into account possible changes resulting from the actual usage of certain elements of transport infrastructure analysed against pre-established quantitative thresholds, the power to adopt delegated acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amendments to Annexes I and II. It is of particular importance that the Commission carry out appropriate consultations			(74) In order to update the maps and the list of ports, airports, terminals and urban nodes included in Annexes I and II to take into account possible changes resulting in <b>particular</b> from the actual usage of certain elements of transport infrastructure analysed against pre-established quantitative thresholds <b>and to amend the alignments of the European Transport Corridors in Annex III</b> , the power to adopt delegated acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making<sup>1</sup>. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p> <p><sup>1</sup>. Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making of 13 April 2016 (OJ L 123, 12.5.2016, p. 1).</p>			<p>amendments to Annexes I, <del>II and III</del> and <del>IV</del>. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making<sup>1</sup>. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p> <p><sup>1</sup>. Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Commission on Better Law-Making of 13 April 2016 (OJ L 123, 12.5.2016, p. 1).	
Recital 74a					
84a			<i>(74a) The inclusion of transport nodes (ports, airports, and urban nodes) in Annexes I and II entails the application of other EU legal acts. In order to provide legal certainty and to enable long-term strategic planning, it is essential to keep the network as stable as possible and avoid exclusions, by taking into account their European added value for the internal market and their geostrategic relevance to the Union's defence.</i>		B
Recital 75					
85	(75) Some parts of the network are managed by actors other than Member States. However, Member			(75) Some parts of the network are managed by actors other than Member States. However, Member	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	States are responsible for ensuring that the rules governing the network are correctly applied within their territory.			States are responsible for ensuring that the rules governing the network are correctly applied within their territory.	
Recital 76					
86	<p>(76) In order to ensure a smooth and effective implementation of the obligations laid down in this Regulation, the Commission supports Member States through the Technical Support Instrument<sup>1</sup> providing tailor-made technical expertise to design and implement reforms, including those promoting the development of the trans-European transport network.</p> <p><sup>1</sup>. Regulation (EU) 2021/240 of the European Parliament and of the Council of 10 February 2021 establishing a Technical Support Instrument.</p>			<p>(76) In order to ensure a smooth and effective implementation of the obligations laid down in this Regulation, the Commission supports Member States through the Technical Support Instrument<sup>1</sup> providing tailor-made technical expertise to design and implement reforms, including those promoting the development of the trans-European transport network.</p> <p><sup>1</sup>. Regulation (EU) 2021/240 of the European Parliament and of the Council of 10 February 2021 establishing a Technical Support Instrument.</p>	
Recital 77					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
87	(77) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission as regards implementing acts which specify reference water levels and minimum requirements per river basin (good navigation status), which define a single entity for the construction and management of cross-border infrastructure projects of common interest, which establish a methodology for the urban mobility data to be collected by Member States and implementing acts for each work plan of the European Transport Corridors and the two horizontal priorities as well as for the implementation of specific sections of the European Transport Corridor or for the implementation of specific		(77) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission as regards implementing acts which specify reference water levels and minimum requirements per <b>corridor, per river basin or per waterway section</b> (good navigation status), which define a single entity for the construction and management of cross-border infrastructure projects of common interest, which establish a methodology for the urban mobility data to be collected by Member States and implementing acts for each work plan of the European Transport Corridors and the two horizontal priorities, as well as for the implementation of specific sections of the European Transport Corridor or for the	(77) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission as regards <del>implementing acts which specify reference water levels and minimum</del> <b>the granting of exemptions from certain requirements per river basin (good navigation status), which define a single entity of this Regulation as well as for the construction and management of cross-border infrastructure projects of common interest adoption of implementing acts which specify reference water levels</b> , which establish a methodology for the urban mobility data to be collected by Member States, <b>for the adoption of and implementing acts for each work plan the implementation of cross-</b>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>transport infrastructure requirements of the European Transport Corridor or of the horizontal priorities. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>1</sup>.</p> <p><sup>1</sup>. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).</p>		<p>implementation of specific transport infrastructure requirements of the European Transport Corridor or of the horizontal priorities. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>1</sup>.</p> <p><sup>1</sup>. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).</p>	<p><b>border sections</b> of the European Transport Corridors and <b>for</b> the two horizontal priorities <del>as well as for the implementation of specific sections of the European Transport Corridor or.</del> <b>Implementing acts may be also adopted</b> for the <del>implementation of specific transport infrastructure requirements</del> <b>sections</b> of the European Transport Corridor <del>or of the horizontal priorities</del> <b>Corridors upon request by Member States concerned.</b> Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>1</sup>.</p> <p><sup>1</sup>. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55,</p>	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				28.2.2011, p. 13).	
Recital 77a					
87a				(77a) 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 should not apply to Cyprus, Malta and outermost regions for as long as no railway system is established within their territory. The provisions related to safe and secure parking should not apply to those Member States and regions either as such parking spaces are not essential in the absence of transit road freight traffic on their territory.	C
Recital 78					
88	(78) Since the objectives			(78) Since the objectives	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	of this Regulation, in particular the coordinated establishment and development of the trans-European transport network, cannot be sufficiently achieved by the Member States and can therefore, by reason of the need for coordination of those objectives, be better achieved at Union level, the Union may adopt measures in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.			of this Regulation, in particular the coordinated establishment and development of the trans-European transport network, cannot be sufficiently achieved by the Member States and can therefore, by reason of the need for coordination of those objectives, be better achieved at Union level, the Union may adopt measures in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.	
Recital 79					
89	(79) It is necessary to amend Regulation (EU) 2021/1153 in order to adapt its provisions with the view			(79) It is necessary to amend Regulation (EU) 2021/1153 in order to adapt its provisions with the view	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	to integrating the Core Network Corridors into European Transport Corridors. The definition and the alignment of the European Transport Corridors will be defined in this Regulation and will replace the Core Network Corridors as defined in that Regulation.			to integrating the Core Network Corridors into European Transport Corridors. The definition and the alignment of the European Transport Corridors will be defined in this Regulation and will replace the Core Network Corridors as defined in that Regulation.	
Recital 80					
90	(80) It is necessary to amend Regulation (EU) No 913/2010 in order to adapt its provisions with the view to integrating the Rail Freight Corridors into European Transport Corridors.			(80) It is necessary to amend Regulation (EU) No 913/2010 in order to adapt its provisions with the view to integrating the Rail Freight Corridors into European Transport Corridors.	
Recital 81					
91	(81) Regulation (EU) No 1315/2013 should be repealed.			(81) Regulation (EU) No 1315/2013 should be repealed.	
Formula					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
92	HAVE ADOPTED THIS REGULATION:			HAVE ADOPTED THIS REGULATION:	
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 comprehensive network and of the core and extended core network, the two latter being established on the basis of the comprehensive network.			1. This Regulation establishes guidelines for the development of a trans-European transport network consisting of the comprehensive network and of the core and extended core network, the two latter being established on the basis of the comprehensive network.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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-European transport network.			(b) projects of common interest and specifies the requirements to be complied with for the development and implementation of the infrastructure of the trans-European transport network.	
Article 1(3)					
99	3. This Regulation sets out			3. This Regulation sets out	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the priorities for the development of the trans-European transport network and provides for measures for the implementation of the trans-European transport network.			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 infrastructure for the deployment of alternative fuels, ICT systems for transport as well as measures promoting the efficient management and use of such infrastructure		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 infrastructure for the deployment of alternative fuels, <i>and</i> ICT systems for transport <i>as well as measures promoting the efficient management and use of such infrastructure</i>	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 transport infrastructure, including infrastructure for the deployment of alternative fuels, ICT systems for transport as well as measures promoting the efficient management	B, except the content of Annexes I and II.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	and permitting the establishment and operation of sustainable and efficient transport services.		<del>and permitting the establishment and operation of sustainable and efficient transport services</del> according to <b>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.</b>	and use of such infrastructure and permitting the establishment and operation of sustainable and efficient transport services.	
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 urban nodes, as laid down in the relevant sections of Chapters II, III and IV.			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, <b>and</b> multimodal transport <del>and transport,</del> <b>including</b> in urban nodes, as laid down in the relevant sections of Chapters II, III and IV.	<b>B</b>
Article 3					
103					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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	(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 <b>third</b> 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>A</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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;	B
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		(e) 'bottleneck' means a physical, technical, functional, operational or	(e) 'bottleneck' means a physical, technical, functional, operational or	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	administrative barrier which leads to a system break affecting the continuity of long-distance or cross-border flows;		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;	administrative barrier which leads to a system break affecting the continuity of <b>traffic for</b> long-distance or cross-border flows;	
Article 3, first paragraph, point (f)					
110	(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 <del>an</del> <b>functional</b> 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, <del>logistic platforms</del> <b>infrastructure for active modes, multimodal freight hubs</b> and facilities, <b>train turnaround terminals</b> and freight terminals, located in <del>and/or</del> around the urban area, are connected with other elements of that infrastructure and with the	(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, <b>including the one related to active</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			infrastructure for regional and local <i>and urban</i> traffic <i>of passengers and freight</i> ;	modes;	
Article 3, first paragraph, point (g)					
111	(g) 'isolated network' means the rail network of a 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;			(g) 'isolated network' means the rail network of a Member State, or a part thereof, with a track gauge different from that of the European standard nominal track gauge (1435 mm), <del>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;</del>	C - linked to Articles 16 and 16a
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			(h) <del>'infrastructure manager'</del> means any body or undertaking that is responsible, in particular, for establishing or maintaining transport	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	infrastructure, including the management of infrastructure control and safety systems;			infrastructure, including the management of infrastructure control and safety systems;	
Article 3, first paragraph, point (i)					
113	(i) 'multimodal transport' means the carriage of passengers or freight, or both, using two or more modes of transport;			(i) 'multimodal transport' means the carriage of passengers or freight, or both, using two or more modes of transport;	
Article 3, first paragraph, point (j)					
114	<p>(j) 'multimodal digital mobility services' means services as defined in Article 4 of Directive (EU) [...] on the framework for the deployment of Intelligent Transport Systems<sup>1</sup>;</p> <p>1. Directive 2021/... revising Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of</p>			<p>(j) 'multimodal digital mobility services' means services as defined in Article 4[ ... ] of Directive <b>2010/40</b> (EU) [...] on the framework for the deployment of Intelligent Transport Systems<sup>1</sup>;</p> <p>1. Directive <b>2021-XXX (EU)</b>/... 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</p>	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	transport] (OJ L [...]).			transport] (OJ L [...]).	
Article 3, first paragraph, point (k)					
115	(k) 'interoperability' means the ability, including all the regulatory, technical and operational conditions, of 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;		(k) 'interoperability' means the ability, including all the regulatory, technical, <b>administrative</b> and operational conditions, of the infrastructure, including digital infrastructure in a transport mode or segment, <b>as well as between different modes</b> , to allow safe and uninterrupted traffic and information flows which achieve the required levels of performance for that infrastructure mode or segment;	(k) 'interoperability' means the ability, including all the regulatory, technical and operational conditions, of 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;	<b>B</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		(l) 'multimodal passenger hub' means a connection point between at least two transport modes for passengers, where travel information, access to public transport 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	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface between urban nodes and longer-distance transport networks;		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 longer-distance transport networks;	transfers between modes, including <del>Park and Ride stations and active modes,</del> are ensured and which act as an interface between urban nodes and longer-distance transport networks;	
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, <del>including multimodal logistics platforms as referred to in Regulation (EU) 2021/1153;</del>	<b>B</b>
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> <b>deleted</b>	(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>B</b>
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, <b>in a sustainable way,</b> accessibility to and mobility within the functional urban area <del>(including commuting zones)</del> for people, businesses and goods <b>in view in particular of a better quality of life;</b>	<b>B</b>
Article 3, first paragraph, point (p)					
120	(p) 'active modes' means		(p) 'active modes' means	(p) 'active modes' means	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the transport of people or goods, through non-motorised means, based on human physical activity;		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> ;	the transport of people or goods, through non-motorised means, based on human physical activity, <b>including those with electric auxiliary propulsion as referred to in Article 2(2) (h) of Regulation (EU) No 168/2013</b> ;	<b>B</b>
Article 3, first paragraph, point (q)					
121	(q) 'ICT systems for transport' means information and communications technology systems and applications using 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		(q) 'ICT systems for transport' means information and communications technology systems and applications using information, communication, navigation or positioning/localisation technologies, <b>including space based technologies</b> , 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	(q) 'ICT systems for transport' means information and communications technology systems and applications using 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	<b>B</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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;		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;	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 <b>or digital</b> components;	
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			(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	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>modes of transport<sup>1</sup>;</p> <p>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).</p>			<p>modes of transport<sup>1</sup> ;</p> <p>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).</p>	
Article 3, first paragraph, point (s)					
123	<p>(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</p>			<p>(s) 'Vessel Traffic Monitoring and Information Systems' (VTMIS) means systems <del>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</del><b>established</b> by Directive 2002/59/EC of the European Parliament</p>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>the Council<sup>1</sup>, and includes the integration of the national maritime information systems through SafeSeaNet;</p> <p>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).</p>			<p>and of the Council<sup>1</sup>, and includes the integration of the national maritime information systems through SafeSeaNet;;</p> <p>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).</p>	
Article 3, first paragraph, point (t)					
124	<p>(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 Council<sup>1</sup>;</p> <p>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,</p>			<p>(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 Council<sup>1</sup>;</p> <p>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,</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	30.9.2005, p. 152).			30.9.2005, p. 152).	
Article 3, first paragraph, point (u)					
125	<p>(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 Windows and other harmonised components as provided for in Regulation (EU) 2019/1239 of the European Parliament and of the Council<sup>1</sup>;</p> <p><sup>1</sup>. 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).</p>			<p>(u) ‘European Maritime Single Window environment’ (EMSWe) means the legal and technical framework <del>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 Windows and other harmonised components as provided for</del> <b>as defined</b> in Regulation (EU) 2019/1239 of the European Parliament and of the Council<sup>1</sup>;</p> <p><sup>1</sup>. 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).</p>	<b>B</b>
Article 3, first paragraph, point (v)					
126					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(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 / <del>Air Navigation Service System</del> ' <del>(ATM/ANS System)</del> means <del>systems and constituents used for the provision of</del> <i>(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 aircraft during all phases of operations or air navigation services or both;</i>	(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 <del>both</del> <b>an ATM/ANS system as defined in Article 3(7) of Regulation (EU) 2018/1139;</b>	<b>B</b>
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) 2016/919 <sup>1</sup> ;  <sup>1</sup> Commission Regulation (EU) 2016/919 of 27 May 2016 on the		(w) 'European Rail Traffic Management System' (ERTMS) means the system defined in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919 <sup>138</sup> , <b>and in the context of implementation deadlines,</b>	(w) 'European Rail Traffic Management System' (ERTMS) means the system <del>defined</del> <b>referred to in Directive (EU) 2016/797 and</b> in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919 <sup>1</sup> ;	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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).		<i>it refers to the two existing ERTMS parts: ETCS and GSM-R/GPRS/FRMCS;</i>  <i>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).</i>	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).	
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) 2016/919 <sup>1</sup> ;  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 <del>ERTMS of the radio based train control system</del> <b>ETCS application</b> level 2 or level 3 that <b>can be used with or without a class B system and with or without lineside signals and</b> uses radio ( <b>GSM-R/GPRS/FRMCS</b> ) to pass <del>movement authorities to the</del> <b>all safety and non-safety related data exchange between track and</b> train pursuant to Commission Regulation (EU) 2016/919 <sup>139</sup> ;	(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) 2016/919 <sup>1</sup> ;  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>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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).</i>		
Article 3, first paragraph, point (y)					
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</i>		<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>(connectivity to floodplain and riparian areas); vertical (connectivity to groundwater and atmosphere); and temporal (connectivity based on seasonality of fluxes);</i>		
Article 3, first paragraph, point (z)					
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 <del>waterborne</del> <b>sea-going</b> 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 <del>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</del> <b>a maritime port as defined in Article 2(16) of Regulation (EU) 2017/352;</b>	<b>B</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 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;		(aa) ‘short-sea shipping’ means the movement of cargo and passengers by sea between ports situated in geographical waters of <b>one or several</b> Member 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 <del>enclosed</del> seas bordering waters of <del>the Union</del> <b>one or several Member States</b> ;	(aa) ‘short-sea shipping’ means the movement of cargo and passengers by sea between ports situated in geographical waters of <b>one or several</b> Member States or between a port situated in waters of Member States and a port situated in waters of a neighbouring <del>third country</del> <b>adjacent</b> third country having a coastline on the <del>enclosed</del> seas bordering waters of <del>the Union</del> <b>one or several Member States</b> ;	<b>B</b>
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)			(ab) ‘electronic freight transport information’ (eFTI) means the electronic communication of regulatory information between economic operators and competent authorities in accordance with Regulation (EU)	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>2020/1056 of the European Parliament and of the Council<sup>1</sup>;</p> <p>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).</p>			<p>2020/1056 of the European Parliament and of the Council<sup>1</sup>;</p> <p>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).</p>	
Article 3, first paragraph, point (ac)					
133	<p>(ac) ‘Single European Sky’ (SES) means the procedures established under Regulation (EC) No 549/2004<sup>1</sup>, (EC) 550/2004<sup>2</sup>, (EC) No 551/2004<sup>3</sup>, and (EU) No 2018/1139<sup>4</sup> 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;</p> <p>1. Regulation (EC) No 549/2004</p>			<p>(ac) ‘Single European Sky’ (SES) means the <del>procedures</del><b>systems</b> established under Regulation (EC) No 549/2004<sup>1</sup>, (EC) 550/2004<sup>2</sup>, (EC) No 551/2004<sup>3</sup>, and (EU) No 2018/1139<sup>4</sup> 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 <b>in Europe</b>;</p>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>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).</p> <p>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).</p> <p>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).</p> <p>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).</p>			<p>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).</p> <p>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).</p> <p>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).</p> <p>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).</p>	
Article 3, first paragraph, point (ad)					
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 <del>landing and take-off</del> <b>take-off and landing</b> of vertical take-off and landing (VTOL)	<b>A</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				aircrafts;	
Article 3, first paragraph, point (ae)					
135	(ae) 'spaceport' means an installation for testing and launching space crafts;			(ae) 'spaceport' <b>aircraft contact stand'</b> means an installation for testing and launching space crafts <b>a stand in a designated area of the airport apron equipped with a passenger boarding bridge;</b>	B - Change of structure ('Spaceport' moved to paragraph 'afa').
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 <del>at the project of the Single European Sky ATM Research programme, the technological pillar of Europe's Single European Sky (SES) framework</del> <b>to modernise air traffic management in Europe, aimed at providing the Union with a high performance, standardised and interoperable air traffic management</b>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				infrastructure, and consisting in an innovation cycle that includes the SESAR definition phase, the SESAR development phase and the SESAR deployment phase;	
Article 3, first paragraph, point (afa)					
136a				(afa) ‘spaceport’ means an installation for testing and launching space crafts;	A - removed from paragraph (ae).
Article 3, first paragraph, point (ag)					
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)					
138	(ah) ‘European ATM Master Plan’ means the main planning tool for ATM modernisation			(ah) ‘European ATM Master Plan’ means the <del>main planning tool for</del> ATM modernisation	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>defining the development and deployment priorities needed to deliver the SESAR, as endorsed by Council Decision 2009/320/EC<sup>1</sup>;</p> <p>1. 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).</p>			<p>defining the development and deployment priorities needed to deliver the SESAR, as <b>plan</b> endorsed by Council Decision 2009/320/EC<sup>1</sup>, and as <b>subsequently amended</b><sup>2</sup>;</p> <p>1. 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);</p> <p>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).</p>	
Article 3, first paragraph, point (ai)					
139	<p>(ai) ‘rail freight governance’ means the governance bodies referred to in Article 8 of Regulation (EU) 913/2010;</p>			<p>(ai) ‘rail freight governance’ means the governance bodies referred to in Article 8 of Regulation (EU) 913/2010;</p>	
Article 3, first paragraph, point (aj)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 same level of service and safety, in line with this Regulation;		(aj) 'maintenance' means activities <b>and works</b> that have to be undertaken routinely, <del>or</del> periodically <del>or in emergency situations in order to be able to use the asset over its expected service life cycle with the same</del> <b>with the intention of maintaining the condition and capability of existing infrastructure during its lifetime in order to ensure high</b> level of <del>services</del> and safety, in line with this Regulation;	(aj) 'maintenance' means activities <del>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 same level of service and safety, in line with this Regulation;</del> <b>works intended to maintain the condition and capability of existing infrastructure during its lifetime;</b>	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			(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, <b>health</b> , climate-related and environmental benefits and costs. The analysis of	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>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<sup>1</sup>;</p> <p><sup>1</sup>. 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).</p>			<p>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<sup>1</sup>;</p> <p><sup>1</sup>. 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, <del>28.1.2002</del><b>28.1.2012</b>, p. 1).</p>	
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			(am) ‘safe and secure parking area’ means a	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>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<sup>1</sup> and which has been certified in accordance with Union standards and procedures, pursuant to Article 8a (2) of that Regulation;</p> <p><sup>1</sup>. 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).</p>			<p>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<sup>1</sup> and which has been certified in accordance with Union standards and procedures, pursuant to Article 8a (2) of that Regulation;</p> <p><sup>1</sup>. 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).</p>	
Article 3, first paragraph, point (an)					
144	<p>(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</p>			<p>(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</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>exceeded the relevant weight limits, in accordance with Directive 96/53/EC of the European Parliament and of the Council<sup>1</sup>.</p> <p>1. Council directive 96/53/EC of 25 July 1996 laying down for 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).</p>			<p>exceeded the relevant weight limits, in accordance with Directive 96/53/EC of the European Parliament and of the Council<sup>1</sup>.</p> <p>1. Council directive 96/53/EC of 25 July 1996 laying down for 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).</p>	
Article 3, first paragraph, point (ao)					
144a				<p><b>(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</b></p>	<b>B</b>

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>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 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></p>		
Article 3, first paragraph, point (anc)					
144c			<p><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</i></p>		B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>(EU) 2021/1187 of the European Parliament and the Council (the "Smart TEN-T Directive");</i>		
Article 3, first paragraph, point (and)					
144d			<i>(anc) ‘critical infrastructure’ means an 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
Article 3, first paragraph, point (ane)					
144e			<i>(and) ‘EuroVelo’ means the European network of long-distance cycle routes</i>		B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>that cross and connect the European continent, including the 17 EuroVelo routes in the network;</i>		
Article 3, first paragraph, point (anf)					
144f			<i>(ane) ‘network connectivity index’ means 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,</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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 Regulation, and in implementing acts provided for therein;</i>		<b>B</b>
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 <b>transport</b> network is to establish one multimodal Union wide network of high quality. <del>standards.</del>	<b>A</b>
Article 4(2)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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, 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:		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 <b>competitive</b> , 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:	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>safe</b> , 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:	<b>B</b>
Article 4(2), point (a)					
148	(a) sustainability through:			(a) sustainability through:	
Article 4(2), point (a)(i)					
149	(i) promotion of zero-emission mobility in line with the relevant Union CO <sub>2</sub> reduction targets;		(i) promotion of <del>zero-emission</del> <b>zero- and low-emission</b> mobility in line with the relevant Union CO <sub>2</sub> reduction targets;	(i) promotion of <del>zero-emission</del> <b>zero and low emission</b> mobility in line with the relevant Union CO <sub>2</sub> reduction targets;	<b>Identical amendments.</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 4(2), point (a)(ii)					
150	(ii) enabling greater use of more sustainable modes of transport, including by further developing a long-distance rail passenger network at high speed and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network across the Union;		(ii) enabling greater use of more sustainable modes of transport, including by further developing a <b>fully interoperable</b> long-distance rail passenger network at high speed and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network <b>for passengers and freight</b> across the Union;	(ii) enabling greater use of more sustainable modes of transport, <del>including</del> <b>in particular</b> by further developing a long-distance rail passenger network, <b>including</b> at high speed, <b>and an and a fully</b> interoperable rail freight network, a reliable inland waterway and short-sea shipping network across the Union <b>and also by promoting active modes of transport</b> ;	<b>B</b>
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		(iv) reduction of <del>external costs</del> <b>negative externalities</b> including those related to environment, <b>climate</b> ,	(iv) reduction of <del>external costs</del> <b>negative externalities</b> including those related to environment, health,	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	accidents;		health, congestion and accidents;	congestion and accidents;	
Article 4(2), point (a)(v)					
153	(v) greater energy security;			(v) greater energy security;	
Article 4(2), point (a)(va)					
153a			<p><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<sup>1a</sup>;</i></p> <hr/> <p><sup>1a</sup> <i>Regulation (EU) 2022/869 of the European Parliament and of the Council of 30 May 2022 on guidelines for trans-European energy infrastructure, amending Regulations (EC) No 715/2009, (EU) 2019/942</i></p>		B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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 - similar amendment by the Council in line 150.
Article 4(2), point (b)					
154	(b) cohesion through:			(b) cohesion through:	
Article 4(2), point (b)(i)					
155	(i) accessibility and connectivity of all regions of the Union, including outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;		(i) accessibility and connectivity of all regions of the Union, <del>including</del> <i>paying particular attention to</i> outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated	(i) accessibility and connectivity of all regions of the Union, including outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			areas;		
Article 4(2), point (b)(ii)					
156	(ii) reduction of infrastructure quality gaps between Member States;		(ii) reduction of infrastructure quality gaps <b>while increasing the capacity of the network within and</b> between Member States;	(ii) reduction of infrastructure quality gaps between <b>regions and</b> Member States;	<b>B</b>
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 <del>and</del> <b>in order to improve</b> transport services, <b>including</b> 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;	<b>B</b>
Article 4(2), point (b)(iv)					
158	(iv) a transport infrastructure that reflects the specific situations in			(iv) a transport infrastructure that reflects the specific situations in	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	different parts of the Union and provides for a balanced coverage of all European regions;			different parts of the Union and provides for a balanced coverage of all European regions;	
Article 4(2), point (b)(iva)					
158a			<i>(iva) European digital interoperable systems for management of all transport modes networks;</i>		B
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		(i) the removal of infrastructure bottlenecks and the bridging of missing links, both within the transport infrastructures	(i) the removal of infrastructure bottlenecks and the bridging of missing links, both within the transport infrastructures	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	and at connecting points between these, within Member States' territories and between them;		and at connecting points between these, within Member States' territories and between <del>them</del> <b>Member States, and connecting, where appropriate, to neighbouring third countries;</b>	and at connecting points between <del>these</del> <b>them</b> , within Member States' territories and between them;	
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 <del>functional, administrative, technical and operational</del> interoperability bottlenecks, including gaps in digitalisation;	B
Article 4(2), point (c)(iii)					
162	(iii) the interoperability of national, regional and local transport networks;		(iii) the interoperability of <b>European</b> , national, regional and local transport networks <b>through common European technical and operational rules and standards, technical equipment requirements, staff certification, including such as the use of a single Union-wide</b>	(iii) the interoperability of national, regional and local transport networks;	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>language for cross-border rail transport;</i>		
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)					
165	(vi) more efficient use of new and existing infrastructure in operation;			(vi) more efficient use of new and existing infrastructure in operation;	
Article 4(2), point (c)(vii)					
166	(vii) cost-efficient application of innovative			(vii) cost-efficient application of innovative	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	technological and operational concepts;			technological and operational concepts;	
Article 4(2), point (c)(viiia)					
166a			<i>(viiia) optimisation of the capacity of the rail network;</i>		B
Article 4(2), point (c)(viiib)					
166b			<i>(viiib) continuous and efficient maintenance programs;</i>		B
Article 4(2), point (c)(viiic)					
166c			<i>(viiic) greater coordination on infrastructure works between Member State for cross-border projects;</i>		B
Article 4(2), point (c)(viid)					
166d			<i>(viid) eliminating bottle-necks sections, in particular for cross-border links;</i>		B



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 4(2), point (d)					
167	(d) increasing the benefits for its users through:			(d) increasing the benefits for its users through:	
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, <b><i>and in rural and sparsely populated areas, thereby preventing and mitigating mobility poverty</i></b> ;	(i) ensuring the accessibility for <b>users</b> and meeting <del>the</del> <b>their</b> mobility and transport needs <del>of users</del> , 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;	<b>B</b>
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,	<b>B</b>

	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;	
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) <del>the establishment of infrastructure requirements, in particular in the field of interoperability, safety and security, which</del> <b>ensures</b> supporting the quality, efficiency and sustainability of transport services which are accessible and affordable;	<b>B</b>
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 deployment of emergency and rescue services, including for persons with			(iv) supporting mobility that is fit for the changing climate and resilient to natural hazards and human-made disasters, and <del>ensures</del> <b>facilitates</b> efficient and fast deployment of emergency and rescue services, including for	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	disabilities or reduced mobility;			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 <b><i>and critical infrastructure</i></b> ;	(v) ensuring the resilience of infrastructure, in particular on cross-border sections;	B
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)(vii)					
173a				<b>(vii) supporting active modes of mobility by enhancing accessibility and quality of related infrastructure, thereby improving safety and health for active users of infrastructure and fostering the</b>	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
				environmental benefits of those modes.	
Article 4(2), point (d)(vib)					
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
Article 4(2), point (d)(vic)					
173c			<i>(vib) supporting seamless mobility in the Union through the implementation and strict enforcement of the common technical and operational standards of the infrastructure;</i>		B
Article 4(2), point (d)(vid)					
173d					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<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>		B
Article 5					
174	Article 5 Resource-efficient network and environmental protection  		Article 5 Resource-efficient, <b>resilient</b> network and environmental protection	Article 5 Resource-efficient network and environmental protection	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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, <del>complying</del> <b>and in accordance</b> with the applicable Union and national environmental requirements, through:	<b>A</b>
Article 5(1), point (a)					
176	(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;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 5(1), point (aa)					
176a			<i>(aa) the development and application of common European rules for implementation of common projects especially in cross border sections;</i>		B
Article 5(1), point (b)					
177	(b) the optimisation of infrastructure integration and interconnection;		(b) the optimisation of infrastructure integration and interconnection <i>in order to foster multimodality;</i>	(b) the optimisation of infrastructure integration and interconnection;	B
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;	
Article 5(1), point (d)					
179	(d) the deployment of new technologies and ICT			(d) the deployment of new technologies and ICT	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	systems for transport to preserve or improve the infrastructure performance;			systems for transport to preserve or improve the infrastructure performance, <b>where such deployment is economically justified or required to improve safety and security;</b>	
Article 5(1), point (e)					
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 <b>and the shift towards more sustainable mobility patterns, including the development of sustainable, attractive and efficient multimodal transport services;</b>	<b>B</b>
Article 5(1), point (f)					
181	(f) the taking into account of possible synergies with other networks, in particular the trans-European energy or telecommunication		(f) the taking into account of possible synergies with other networks, <b>including active modes</b> , in particular the trans-European energy or telecommunication	(f) the taking into account of possible synergies with other networks, in particular the trans-European energy or telecommunication	<b>B</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	networks;		networks <i>including the whole electric grid in order 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> ;	networks <b>or the dual-use network identified in the Military Requirements for Military Mobility</b> within and beyond the EU;	
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, <i>including infrastructure dedicated to active modes</i> , designed to minimise the negative impact on the health of citizens living around the network, the environment, <i>air and noise pollution</i> , and degradation of ecosystems;	(g) the development of green, sustainable and climate resilient infrastructure designed to <del>minimise</del> <b>reduce as much as possible</b> the negative impact on the health of citizens living around the network, the environment and degradation of ecosystems;	<b>B</b>
Article 5(1), point (h)					
183	(h) the adequate		(h) the adequate	(h) the adequate	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	consideration of the resilience of the transport network and its infrastructure with regard 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;		consideration of the resilience of the transport network and its <b>critical</b> infrastructure with regard to a changing climate as well as natural hazards, <b>geopolitical changes</b> and human-made disasters, as well as intentional disruptions <b>including by natural persons or undertakings from third countries</b> , with a view to addressing those challenges; <b>particular consideration shall be given to critical infrastructure, in order to ensure supply in times of disruptions;</b>	consideration of the resilience of the transport network and its infrastructure, <b>especially at cross-border sections</b> , with regard to a changing climate as well as natural hazards and human-made disasters, as well as <b>disruptions</b> , intentional <del>disruptions</del> <b>or not, including for traffic</b> , with a view to addressing those challenges;	<b>B</b>
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) <del>the resilience of infrastructure, especially at cross-border sections, assuring to respond and recover rapidly from traffic disruptions.</del>	<b>B</b>
Article 5(2)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 <del>within the limits indicated in Article 56(1), point (e),</del> 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. <b>Such adaptation shall not go beyond what is allowed by the relevant project authorising decision.</b>	<b>B</b>
Article 5(3)					
186	3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC <sup>1</sup> ,		3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC <sup>149</sup> ,	3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC <sup>1</sup> ,	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>Directives 2000/60/EC<sup>2</sup>, 2001/42/EC<sup>3</sup>, 2002/49/EC<sup>4</sup>, 2009/147/EC<sup>5</sup> and 2011/92/EU of the European Parliament and of the Council<sup>6</sup>. 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.</p> <p>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).</p>		<p>Directives 2000/60/EC<sup>250</sup>, 2001/42/EC<sup>351</sup>, 2002/49/EC<sup>452</sup>, 2009/147/EC<sup>553</sup> and 2011/92/EU of the European Parliament and of the Council<sup>654</sup>. 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. <b><i>Those environmental assessments shall be carried out in strict compliance with the maximum timeframe set in the Smart TEN-T Directive.</i></b></p> <p><del>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</del></p>	<p>Directives 2000/60/EC<sup>2</sup>, 2001/42/EC<sup>3</sup>, 2002/49/EC<sup>4</sup>, 2009/147/EC<sup>5</sup> and 2011/92/EU of the European Parliament and of the Council<sup>6</sup>. For the projects of common interest for which the <b>procurement process for an</b> environmental assessment has not yet been <del>carried out</del><b>initiated</b> at the date of entry into force of this Regulation, <del>it should also include the assessment of</del> the compliance with the "do no significant harm" principle <b>should also be assessed</b>.</p> <p>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</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>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).</p> <p>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).</p> <p>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).</p>		<p><i>Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1).</i></p> <p><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></p> <p><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></p> <p><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></p> <p><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></p>	<p>assessment of the effects of certain plans and programmes on the environment (OJ L 197, 21.7.2001, p. 30).</p> <p>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).</p> <p>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).</p> <p>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).</p>	
Article 6					
187	Article 6 Gradual development of the trans-European transport network			Article 6 Gradual development of the trans-European transport network	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 6(1)					
188	<p>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 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.</p>			<p>1. <b>Without prejudice to Article 8, paragraph 4a,</b> 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, <b>unless otherwise specified in this Regulation.</b> This shall be achieved, in particular, by 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 <b>multimodal</b> connecting points between long distance traffic and the regional and local transport networks.</p>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 6(2)					
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.	
Article 6(3)					
190	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 <b>by the Member States</b> as a matter of priority for achieving the objectives for the development of the trans-European transport network. <b><i>In order to comply with all deadlines, Member States shall ensure the completion of the core network has</i></b>	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.	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>priority over the completion of the extended core and comprehensive networks;</i>		
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-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.			The European Transport Corridors shall consist of the parts of the <del>trans-European transport</del> <b>core or extended core</b> 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.	<b>B</b>
Article 8					



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 promoting the resource-efficient use of the network.			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 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			(a) <del>contribute</del> <b>demonstrate European added value by</b>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	least two of the four categories set out in Article 4;			<b>contributing</b> to the objectives falling within at least two of the four categories set out in Article 4; <b>and</b>	<b>B</b>
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; <b>or, in case of sparsely populated areas, have a positive contribution to the development of the network on the basis of a socio-economic cost-benefit analysis.</b>	<b>B</b>
Article 8(2), point (c)					
198	(c) demonstrate European added value.			(c) <del>demonstrate European added value.</del>	<b>B - incorporated into line 196.</b>
Article 8(2), point (ca)					
198a			<i>At the request of a</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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 across the Union in line with article 47a of this Regulation.</i>		C
Article 8(3)					
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.	B
Article 8(4)					
200	4. Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant		4. Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant	4. Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Union and national law, in particular with Union legal acts on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility as well as legislation on non-discrimination.		Union and national law, <del>in particular with Union legal acts on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility as well as legislation on non-discrimination.</del>	Union and national law, in particular with Union legal 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				<b>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.</b>	<b>C</b>
Article 8(5)					
201	5. The Commission may require Member States by means of an implementing		5. The Commission may require Member States by means of an implementing	5. The Commission may <del>require</del> <b>recommend</b> Member States <del>by means of</del>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	act to establish a single entity for the 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.		act to establish a single entity for the <b>planning</b> , 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.	<del>an implementing act to</del> establish a single <del>entity</del> <b>entities</b> for the <b>coordination</b> , construction <del>and</del> <b>and/or</b> management of cross-border infrastructure projects of common interest, <b>especially for large-scale and complex ones</b> . The relevant European Coordinator shall have the status of observer in the <del>management or</del> supervisory board or <del>in both</del> <b>a similar steering body</b> 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>		<b>C</b>
Article 8(5b)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
201b			<p><i>5b. Member States shall 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></p>		c
Article 8(5c)					
201c			<p><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</i></p>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>transport infrastructure. To ensure efficient 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></p>		
Article 8(5d)					
201d			<p><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</i></p>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>assessments, including the prioritisation of projects in 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 <del>neighbouring</del> <b>third</b> countries in order to connect the trans-European transport network with their infrastructure networks <b>through the projects of common interests, where relevant</b> with a view to enhancing <b>sustainable</b> economic growth and competitiveness; and in particular to:	<b>B</b>



	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, <b><i>including for the deployment of alternative fuels infrastructure;</i></b>	(a) promote the extension of the trans-European transport network policy <del>into third countries</del> <b>into third countries together with other related Union policies, in particular in the fields of environment and climate protection;</b>	<b>B</b>
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, <b>including on the territory of the third country</b> in order to guarantee seamless traffic flows, border checks, border surveillance and other border control procedures;	<b>B</b>
Article 9(1), point (ba)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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;	B
Article 9(1), point (c)					
206	(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		(e) facilitate maritime	(e) facilitate maritime	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	transport and promote short-sea shipping routes with third countries;		transport and promote short-sea shipping routes with third countries, <i>including third countries in direct proximity to the Union's outermost regions</i> ;	transport and promote short-sea shipping routes with third countries <b>provided they do not contribute to carbon leakage</b> ;	<b>B</b>
Article 9(1), point (f)					
209	(f) facilitate inland waterway transport with third countries;			(f) facilitate inland waterway transport with 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			(h) connect and implement	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	ICT systems for transport in those countries.			ICT systems for transport in those countries-;	
Article 9(1), point (i)					
211a				(i) promote decarbonisation of transport, in particular through deployment of alternative fuels infrastructure in third countries in view of establishing a continuous network linked with the trans-European transport network.	B
Article 9(1), point (hb)					
211b			(ha) facilitate railway transport with third countries.		B
Article 9(1), point (hc)					
211c			1a. In the next Multiannual Financial Framework (MMF) 2028-2035, a budget envelope dedicated to "external		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>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 under Heading 5 (Security and Defence) and Heading 6 (Neighbourhood and the world) of the MFF.</i></p>		
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(3)					
212a					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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
CHAPTER II					
213	CHAPTER II GENERAL PROVISIONS			CHAPTER II 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					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(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;	
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		2. The core network and	2. The core network and	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>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 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</p>		<p>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 <b>‘comprehensive network’ in Regulation (EU) 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</b> ‘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</p>	<p>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 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</p>	<p><b>B</b></p>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Regulation.		‘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.	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, <b>and transport nodes</b> (airports, maritime ports <del>and</del> , inland ports, <del>and</del> rail road terminals <b>and terminals along inland waterways</b> ).	<b>B</b>
Article 10(4)					
222	4. Member States shall take the appropriate measures for the core			4. Member States shall take the appropriate measures for the core	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.			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.	
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 <b>nine</b> European Transport Corridors, <b>namely : -are as specified in the maps in Annex III-</b>	<b>A</b>
Article 11(1)(i)					
224a				<b>i. Atlantic;</b>	<b>A</b>

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
224g				<b>vii. Rhine – Danube;</b>	<b>A</b>
Article 11(1)(viii)					
224h				<b>viii. Scandinavian – Mediterranean;</b>	<b>A</b>
Article 11(1)(ix)					
224i				<b>ix. Western Balkans – Eastern Mediterranean,</b>	<b>A</b>
Article 11(1) end of sentence					
224j				<b>are specified in the maps in Annex III.</b>	<b>A</b>
Article 11(2)					
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		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	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	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.		December 2030 for their infrastructure which is part of the core network, unless specified otherwise <b>in this Regulation</b> , and by 31 December 2040 for their infrastructure which is part of the extended core network, unless specified otherwise <b>in this Regulation</b> .	December 2030 for their infrastructure which is part of the core network, <del>unless specified otherwise</del> , and by 31 December 2040 for their infrastructure which is part of the extended core network, unless specified otherwise <b>in this Regulation</b> .	
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 take into account, in particular, the development of major trade flows and traffic or substantial changes to the network.			3. <b>Subject to Article 172(2) TFEU</b> , the Commission is empowered to adopt delegated acts in accordance with Article 60 of this Regulation to amend <b>within the limits of Article 7</b> the alignment of the European Transport Corridors in Annex III to this Regulation, in order to take into account, <del>in particular</del> , the development of major trade flows and traffic or substantial changes to the network. <b>With respect to</b>	C - Also linked to lines 738 i to k (EP AMs) and to line 755 (Council AM).

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
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)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 <del>the share</del> of more sustainable modes of transport <b>for freight and passengers, in particular</b> in view of a reduction of GHG emissions <b>and pollution and of an increase of social and economic benefits</b> from transport;	<b>B</b>
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 as well as</i> 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>B</b>
Article 12(1), point (c)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
231	(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, <b>including active modes of mobility in urban areas;</b>	<b>B</b>
Article 12(1), point (d)					
232	(d) bridging missing links and removing bottlenecks, particularly in cross-border sections;		(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 <b>terms of interoperability and for</b> cross-border sections;	<b>B</b>
Article 12(1), point (e)					
233	(e) deploying the necessary infrastructure which ensures a seamless circulation of zero-emission vehicles;		(e) deploying the necessary infrastructure which ensures a seamless circulation of <del>zero-emission</del> <b>zero- and low-emission</b> vehicles, <i>vessels and aircrafts using alternative fuels as defined in Regulation (EU) [ ] [on the deployment of alternative fuels</i>	(e) deploying the necessary infrastructure which ensures a seamless circulation of <del>zero-emission</del> <b>zero and low emission</b> vehicles, <b>vessels and aircrafts;</b>	<b>B</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>infrastructure</i> ];		
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, <b><i>seamless</i></b> 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;	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 <del>improving or maintaining</del> <b><i>optimizing, maintaining, consolidating and upgrading</i></b> its quality in terms of safety, security, efficiency of the transport system and transport operations, <b><i>resilience of critical infrastructure as well as</i></b> climate and disaster resilience, environmental performance, and the continuity of traffic flows;	(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
Article 12(1), point (h)					
236					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(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, <b><i>preventing and mitigating mobility poverty</i></b> ;	(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;	B
Article 12(1), point (ha)					
236a			<b><i>(ha) ensuring the implementation and strict enforcement of the common operational and technical standards;</i></b>		B
Article 12(1), point (i)					
237	(i) implementing and deploying ICT systems for transport.		(i) implementing and deploying ICT systems for transport <b><i>and enabling digital enforcement.</i></b>	(i) <del>implementing and deploying</del> <b>improving digitalisation and developing automation, in particular through the implementation and deployment of ICT systems for transport.</b>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 barriers to active mobility, when infrastructure is being upgraded or newly built;</i>		B
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</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>needs, paying particular attention to strategic infrastructure of the Union;</i>		
Article 12(1), point (id)					
237d			<i>(id) updating and, where relevant, constructing new infrastructure, notably to increase capacity for more sustainable modes of transport in accordance with paragraph 1 point (a) of this Article</i>		B
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		(a) contributing to transport emission reduction and increased	(a) contributing to <del>transport emission reduction and increased</del>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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;		energy security by promoting the use of <del>zero-emission</del> <b>zero- and low-emission</b> vehicles and vessels and renewable and low-carbon fuels, through the deployment of corresponding alternative fuels infrastructure <i>in accordance with Regulation (EU) [...]/on the deployment of alternative fuels infrastructure</i> ;	<del>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;</del> <b>mitigating exposure of urban areas to negative effects of transiting rail and road transport; and</b>	
Article 12(2), point (b)					
240	(b) mitigating exposure of urban areas to negative effects of transiting rail and road transport;		(b) mitigating exposure of urban <i>and rural</i> areas to negative effects of transiting rail and road transport;	<del>(b) mitigating exposure of urban areas to negative effects of transiting rail and road transport</del> <b>Moved to (a);</b>	<b>B</b>
Article 12(2), point (c)					
241	(c) removing administrative, technical and operational barriers, in particular to the interoperability of the trans-European transport			<del>(c) removing administrative, technical and operational barriers, in particular to the interoperability of the trans-European transport</del>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	network;			network; <sup>1</sup> <b>1. This paragraph which deals with the removal of bottlenecks, in particular for interoperability, has been merged with paragraph 1(d).</b>	
Article 12(2), point (d)					
242	(d) optimising the use of infrastructure, in particular through efficient capacity management, traffic management and increased operational performance.			(d) optimising the use of infrastructure, in particular through efficient capacity management, traffic management and increased operational performance.	
Article 12(2), new point (e)					
242a				<b>(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>	<b>B</b>
Article 12(2), point (db)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
242b			<i>(da) ensuring equal access for all market participants on the TEN-T infrastructure.</i>		<b>B</b>
Article 12(2), point (dc)					
242c			<i>(db) significant reduction of border waiting times for road freight transport</i>		<b>C - linked to operation requirements.</b>
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>		<b>C</b>
Article 12(2), point (de)					
242e			<i>(dd) increasing the resilience of the network, with a focus on critical</i>		<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>infrastructure and dual-use infrastructure;</i>		
Article 13					
243	Article 13 General priorities for the European Transport Corridors			Article 13 General priorities for the European Transport Corridors	
Article 13, first paragraph					
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)					
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;	<b>B</b>
Article 13, first paragraph, point (b)					
246	(b) the development of a			(b) the development of <del>aan</del>	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	high performance rail passenger network, fully interoperable and at high speed, connecting urban nodes across the Union;			<b>interoperable</b> high performance rail passenger network, <del>fully interoperable and</del> <b>including</b> at high speed, connecting urban nodes across the Union;	<b>B</b>
Article 13, first paragraph, point (c)					
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 <del>seamless</del> <b>efficient aviation and</b> inland waterways, <del>aviation and</del> <b>transport infrastructure and of a</b> maritime <b>transport</b> infrastructure system <b>well integrated within the European Maritime Space</b> ;	<b>B</b>
Article 13, first paragraph, point (d)					
248	(d) the development of a safe and secure road network, with sufficient alternative fuel infrastructures;		(d) the development of a safe and secure road network, with sufficient alternative fuel infrastructures, <i>and safe and secure truck parking areas</i> ;	(d) the development of a safe and secure road network, with sufficient alternative fuel infrastructures;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 13, first paragraph, point (e)					
249	(e) the development of improved multimodal and interoperable transport solutions;		(e) the development of <del>improved</del> multimodal and interoperable transport solutions;	(e) the development of improved multimodal and interoperable transport solutions;	
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 <b>promotion of</b> intermodal integration of the entire logistic chain, interconnecting efficiently in the transport and urban nodes;	B
Article 13, first paragraph, point (g)					
251	(g) the deployment of the necessary infrastructure which ensures a seamless circulation of zero-emission vehicles.		(g) the deployment of the necessary infrastructure which ensures a seamless circulation of <del>zero-emission</del> <b>zero- and low-emission</b> vehicles, <i>vessels and aircrafts, using alternative fuels as defined in Regulation (EU)[...] [on the deployment of alternative fuels infrastructure];</i>	(g) the deployment of the necessary infrastructure which ensures a seamless circulation of <del>zero-emission</del> <b>zero and low emission</b> vehicles, <b>vessels and aircrafts.</b>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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>		B
Article 13, first paragraph, point (gb)					
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>		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</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>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. 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></p>		
CHAPTER III					
252	CHAPTER III SPECIFIC PROVISIONS			CHAPTER III SPECIFIC PROVISIONS	
SECTION 1					
253	SECTION 1 Railway transport infrastructure			SECTION 1 Railway transport infrastructure	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 14					
254	Article 14 Infrastructure components			Article 14 Infrastructure components	
Article 14(1)					
255	1. Railway transport infrastructure shall comprise, in particular:			1. Railway transport infrastructure shall 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;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 14(1), point (a)(iv)					
260	(iv) sidings;			(iv) sidings;	
Article 14(1), point (a)(v)					
261	(v) tunnels;			(v) tunnels;	
Article 14(1), point (a)(vi)					
262	(vi) bridges;			(vi) bridges;	
Article 14(1), point (a)(vii)					
263	(vii) infrastructure mitigating impact on environment;			(vii) infrastructure mitigating impact on environment;	
Article 14(1), point (b)					
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;	
Article 14(1), point (c)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
265	<p>(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<sup>1</sup>, in 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;</p> <p><small>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).</small></p>			<p>(c) rail service facilities <b>along the lines indicated in Annex I</b> other than passenger stations as defined in Article 3(11) of Directive 2012/34/EU of the European Parliament and of the Council<sup>1</sup>, in 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;</p> <p><small>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).</small></p>	<b>B</b>
Article 14(1), point (d)					
266	(d) the rail access routes and last mile rail			(d) the rail access routes and last mile rail	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	connections to multimodal freight terminals connected by rail, including in inland and maritime ports and airports, and rail service facilities;			<del>connections</del> <b>connections up to multimodal freight terminals connected by rail, including the rail access routes up to multimodal freight terminals</b> in inland and maritime ports and airports, and <b>the rail access routes up to marshalling yards as defined by the Annex II, point 2(c) of Directive 2012/34/EU</b> <del>rail service facilities;</del>	C - linked to scope.
Article 14(1), point (e)					
267	(e) trackside control-command signalling;			(e) trackside control-command signalling;	
Article 14(1), point (f)					
268	(f) trackside energy infrastructure;			(f) trackside energy infrastructure;	
Article 14(1), point (fa)					
268a			<i>(fa) infrastructure related to alternative fuels facilities , as defined in Regulation (EU) [...] [on</i>		B



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>the deployment of alternative fuels infrastructure];</i>		
Article 14(1), point (g)					
269	(g) associated equipment;			(g) associated equipment;	
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					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
272	Article 15 Transport infrastructure requirements for the comprehensive network			Article 15 Transport infrastructure requirements for the comprehensive network	
Article 15(1)					
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 Council <sup>1</sup> and its implementing measures in order to achieve the interoperability of the comprehensive network;  <sup>1</sup> 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 Council <sup>1</sup> and its implementing measures in order to achieve the interoperability of the comprehensive network;  <sup>1</sup> 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).	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 Directive (EU) 2016/797, under the procedure provided for in Article 7(1), points (b), (c), (d) and (e) of that Directive;			(b) complies with the requirements of the technical specifications for interoperability (TSIs) adopted pursuant to Articles 4 and 5 of Directive (EU) 2016/797; <b>without prejudice to the exemptions</b> provided for in Article 7(1), <del>points (b), (c), (d) and (e)</del> of that Directive;	<b>B</b>
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) <del>complies with the requirements laid down in as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].</del>	<b>B</b>
Article 15(2)					
277	2. Member States shall ensure that the railway infrastructure of the		2. Member States shall ensure that the railway infrastructure of the	2. Member States shall ensure that, <b>by 31 December 2050</b> , the	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	comprehensive network, including connections referred to in Article 14(1), point (d), by 31 December 2050:		comprehensive network, <del>including connections referred to in Article 14(1), point (d),</del> by 31 December 2050:	railway infrastructure of the comprehensive network, <del>including</del> <b>except</b> connections referred to in Article 14(1), point (d), <del>by 31 December 2050:</del>	
Article 15(2), point (a)					
278	(a) is fully electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;		(a) is <del>fully</del> 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;	
Article 15(2), point (b)					
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) <del>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;</del> <b>Deleted</b>	(b) <del>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;</del>	
Article 15(2), point (c)					
280	(c) enables, without special	(c) To be renumbered.		(c) enables, without special	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	permission, an axle load of at least 22.5 tons;			permission, an axle load of at least 22.5 tons;	
Article 15(2), point (d)					
281	(d) 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:	(d) To be renumbered.		(d) 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, <b>on double track lines</b> , at least <b>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.</b>	C
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		(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	(i) <del>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</del>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	with a length of at least 740 m;		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>	<del>with a length of at least 740 m;</del>	
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) <del>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;</del>	C
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) 2019/777 <sup>1</sup> , without any additional requirement for special permission to operate services.  <sup>1</sup> Commission Implementing Regulation (EU) 2019/777 of 16	(e) To be renumbered.		(e) <del>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) 2019/777<sup>1</sup>, without any additional requirement for special permission to operate services.</del>  <sup>1</sup> Commission Implementing Regulation (EU) 2019/777 of 16	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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).			<del>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).</del>	
Article 15(2), second sub-paragraph					
284a				<b>The requirements set out in points (c) and (d) shall apply only on those lines of the comprehensive network which:</b>	<b>C</b>
Article 15(2), second subparagraph, point (i)					
284b				<b>(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</b>	<b>C</b>
Article 15(2), second subparagraph, point (ii)					
284c				<b>(ii) constitute a re-routing line of a line that is part of the core or extended core network</b>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				for freight transport, or	
Article 15(2), second subparagraph, point (iii)					
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), third subparagraph					
284e				Member States shall, at the latest three years after the entry into force of this 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.	C
Article 15(2a.)					
284f				2a. Member States shall ensure that, by 31 December 2050, the	C



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>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 (3) has been granted by the Commission pursuant to Article 37(5).</p>	
Article 15(2), point (eg)					
284g			<p><i>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</i></p>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>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<sup>1</sup>, be coordinated with and agreed by the neighbouring Member State(s) where applicable.</i></p> <p><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></p>		
Article 15(2), point (eh)					
284h			<p><i>2a. Without prejudice to paragraph 2, second subparagraph, Member</i></p>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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>		
Article 15(3)					
285	3. The following exemptions apply:		<i>3. Isolated networks are exempted from the requirements under paragraph 2. The following exemptions apply:</i>	3. The following exemptions requirements set out in paragraph 2, and paragraph 2a do not 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		(b) <i>at the request of a</i>	(b) at the request of a	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>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 and of the Council<sup>1</sup>, be coordinated and agreed with the neighbouring Member State(s) where applicable.</p> <p><sup>1</sup>. 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).</p>		<p><del>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 and of the Council<sup>1</sup>, be coordinated and agreed with the neighbouring Member State(s) where applicable.</del></p> <p><del><sup>1</sup>. 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).</del></p>	<p>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 and of the Council<sup>1</sup>, be coordinated and agreed with the neighbouring Member State(s) where applicable.</p> <p><sup>1</sup>. 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).</p>	C
Article 15(4), first subparagraph					
287a				4. Without prejudice to	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>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 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</p>	C

	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.	
Article 15(4), second subparagraph					
287b				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 15(4), third subparagraph					
287c				The Commission may ask additional information to the Member State no later than thirty calendar days	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 15(4), fourth subparagraph					
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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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 15(4), fifth subparagraph					
287e				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C
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			1. Member States shall ensure that the railway infrastructure of the core network and the extended	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	core network complies with Article 15(1).			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, <del>including connections referred to in Article 14(1), point (d),</del> by 31 December 2040:	2. Member States shall ensure that, <b>by 31 December 2040</b> , the railway infrastructure of the extended core network, <del>including</del> <b>except</b> connections referred to in Article 14(1), point (d), <del>by 31 December 2040 for</del> <b>lines that are part of the network for freight transport:</b>	<b>B</b>
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>		<b>C</b>
Article 16(2), point (a)					
291	(a) meets the requirements set out in Article 15(2),	(a) meets the requirements set out in Article 15(2),	(a) meets the requirements set out in Article 15(2),	(a) meets the requirements set out in Article 15(2),	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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;	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;	points <del>(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;</del> (c), (d) and (e)	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
Article 16(2), point (aa)					
291a			(aa) allows for a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the extended core network;		C - See also Council 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) <del>meets the requirements set out in Article 15(2), points (a) and (b), on the passenger lines of the extended core network;</del> 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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				least the following conditions are complied with:	
Article 16(2), point (b)(i)					
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 least 740 m if requested by a railway undertaking;	C
Article 16(2), point (b)(ii)					
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 least 740 m if requested by a railway undertaking;	C
Article 16(2), point (c)					
293					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(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 linefor 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 160at least 100 km/h for passengerfreight trains on the passengerfreight 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 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			When constructing or 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	c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	relevance are demonstrated.			<del>relevance are demonstrated.</del>	
Article 16(2), point (c), second subparagraph a					
294a			<p><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-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</i></p>		C - Horizontal issue linked to exemptions.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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>		<b>C</b>
Article 16(2a.)					
294c				<b>2a. Member States shall 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:</b>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 16(2a), point (a)					
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(2a), point (b)					
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 at least 160 km/h for passenger trains on the passenger lines of the extended core network.	C
Article 16(2b.)					
294f				2b. Member States shall ensure that, by 31 December 2040, the	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>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 Commision pursuant to Article 37(5).</p>	
Article 16(3)					
295	<p>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:</p>		<p>3. Member States shall ensure that the railway infrastructure of the core network, <del>including connections referred to in Article 14(1), point (d),</del> by 31 December 2030:</p>	<p>3. Member States shall ensure that, <b>by 31 December 2030</b>, the railway infrastructure of the core network, <del>including</del><b>except</b> connections referred to in Article 14(1), point (d), <del>by 31 December 2030:</del></p>	<b>B</b>
Article 16(3a)					



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
295a			<i>(-a) is fully electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;</i>		<b>C</b>
Article 16(3), point (a)					
296	(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 core network;	(a) meets the requirements set out in Article 15(2), points (a), (b) and (c), and of a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the core network;	(a) meets the requirements set out in Article 15(2), points <del>(a) to (d), and of a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the core network</del> <b>(c) and (d);</b>	(a) <del>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 core network</del> <b>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);</b>	<b>C</b>
Article 16(3), point (aa)					
296a			<i>(aa) allows for a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the core network;</i>		<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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) <del>meets the requirements set out in Article 15(2), points (a) and (b), on the passenger lines of the core network;</del> deleted	(b) meets the requirements set out in Article 15(2), points (a) and (b), on the passenger lines of the core network; <b>for the lines that are part of the network for passenger transport: meets the requirements set out in Article 15(2), point (a).</b>	C
Article 16(3), point (ba)					
297a			(ba) allows for a prevailing minimum line speed of 160 km/h for passenger trains on the passenger lines of the core network;		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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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).	
Article 16(3ab)					
297c				3ab. Member States shall ensure that, by 31 December 2040, lines for 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.	C
Article 16(3ab), second paragraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
297d				<b>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:</b>	<b>C</b>
Article 16(3ab), first indent					
297e				<b>(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;</b>	<b>C</b>
Article 16(3ab), second indent					
297f				<b>(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</b>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				port which is part of the European Transport Corridor on the territory of a Member State;	
Article 16(3ab), third indent					
297g				(c) if one or more end points of a corridor are 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.	C
Article 16(3ab), third paragraph					
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(3ab), fourth paragraph					
297i				Member States shall, at the latest three years after the entry into force of this	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Regulation, notify the Commission of the lines concerned.	
Article 16(3), subparagraph 1					
297j			<p><i>At the request of a Member State, in duly justified cases where a 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></p>		C - Horizontal issue, linked to exemptions.
Article 16(3a)					
297k			<p><i>3a. Member States shall ensure that on the railway infrastructure of the core network network, as of 31</i></p>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>December 2025, in case of construction of a new line, the requirement set out in paragraph 3, point (-a), is complied with.</i>		
Article 16(3b)					
2971				<b>3b. Member States shall 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).</b>	<b>c</b>
Article 16(4)					
298	4. Member States shall		4. Member States shall	4. <del>Member States shall</del>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	ensure that the railway infrastructure of the core network, including connections referred to in Article 14(1), point (d), by 31 December 2040:		ensure that the railway infrastructure of the core network, <del>including connections referred to in Article 14(1), point (d),</del> by 31 December 2040:	<del>ensure that the railway infrastructure of the core network, including connections referred to in Article 14(1), point (d), by 31 December 2040:</del> <b>The requirements set out in paragraphs 2 to 3b do not apply to isolated networks.</b>	<b>C</b>
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) <del>meets the requirement of Article 15(2), point (e), on the freight lines on the core network;</del>	<b>C</b>
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) <del>meets the requirement of paragraph 2, point (c), on the passenger lines of the core network.</del> <del>deleted</del>	(b) meets the requirement of paragraph 2, point (c), on the passenger lines of the core network.	<b>C</b>
Article 16(4), subparagraph 1					
300a			<i>At the request of a Member State, in duly justified cases including</i>		<b>C - Linked to exemptions.</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>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 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></p>		
Article 16(5), first paragraph					
301	5. The following exemptions apply:		<p><i>5. Isolated networks are exempted from the requirements under paragraph 2, 3 and 4;The following exemptions apply:</i></p>	<p><b>5. Without prejudice to paragraph 4, upon at the request of a Member State, in duly justified cases,The following exemptions apply:shall be</b></p>	<b>C</b>

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Member State may request the granting of several exemptions in a single request.	
Article 16(5), point (a)					
302	(a) isolated networks are exempted from the requirements under paragraph 2, 3 and 4;		(a) <del>isolated networks are exempted from the requirements under paragraph 2, 3 and 4; deleted</del>	(a) <del>isolated networks are exempted from the requirements under paragraph 2, 3 and 4;</del>	C
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		(b) <del>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</del>	(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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Directive (EU) 2016/797, be coordinated and agreed with the neighbouring Member State(s) where applicable.		<del>Directive (EU) 2016/797, be coordinated and agreed with the neighbouring Member State(s) where applicable.</del>	Directive (EU) 2016/797, be coordinated and agreed with the neighbouring Member State(s) where applicable.	
Article 16(5), second paragraph					
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), third paragraph					
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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				shall take particularly into consideration the results of the socio-economic cost-benefit analysis as well as the potential disruption of the services caused by the necessary works needed to meet that requirement.	
Article 16(5), fourth paragraph					
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), fifth paragraph					
303d				The Commission may ask additional	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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 16(5), sixth paragraph					
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	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 16(5),seventh paragraph					
303f				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C
Article 16(5a)					
303g			<p><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></p> <ul style="list-style-type: none"> <li>- on the core network by 31 December 2030;</li> <li>- on the extended core</li> </ul>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>network by 31 December 2040; and</i></p> <p><i>- on the comprehensive network by 31 December 2050.</i></p> <p><i>At the request of a 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></p> <p><i>At the request of a</i></p>		



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>Member State, in duly justified cases where specific geographic or significant physical constraints prevent such provision, exemptions to the requirement set out in Article 15(2), point (d) may be granted by the Commission by means of implementing acts.</i></p> <p>Changes to amended COM prop. not shown.</p>		
Article 16a(4)					
303h		Article 16a European standard nominal track gauge for rail	<p><i>Article 16a European standard nominal track gauge for rail</i></p> <p>Changes to amended COM prop. not shown.</p>	<p><b>Article 16a European standard nominal track gauge for rail</b></p> <p>Changes to amended COM prop. not shown.</p>	
Article 16a(4)					
303i		1. Member States shall ensure that any new railway infrastructure of the	<p><i>1. Member States shall ensure that any new</i></p>	<p><b>1. Member States shall ensure that any new railway line of the</b></p>	c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
		comprehensive network, the extended network and the core network, including connections referred to in 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 construction works have not started on the date of entry into force of this Regulation.	<i>railway infrastructure of the comprehensive network, the extended core network and the core network, including connections referred to in 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.	extended core network and the core network, including connections referred to in 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 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 16a(4)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
303j		<p>2. Member States with a 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 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.</p>	<p>2.  <i>Member States with a 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 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></p> <p>Changes to amended COM prop. not shown.</p>	<p>2. By derogation to paragraph 1, the Member States on the territory of which, at the date of entry 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</p>	c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>State, where relevant, not to build new railway infrastructure to the European standard nominal track gauge of 1 435 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.</p> <p>Changes to amended COM prop. not shown.</p>	
Article 16a(4)					
303k		<p>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</p>	<p>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</i></p>	<p>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</p>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
		European standard nominal track gauge of 1 435 mm and an assessment of the impact on interoperability.	<p><i>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 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></p> <p>Changes to amended COM prop. not shown.</p>	<p>located on the European Transport Corridors in view of their possible migration to the European standard 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.</p> <p>Changes to amended COM prop. not shown.</p>	
Article 16(5), point (bk)					
3031				Based on the assessment under the first subparagraph, the Member States shall draw up a migration plan	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>where relevant, at the latest one year following the completion of the assessment, identifying the existing railway lines 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.</p> <p>Changes to amended COM prop. not shown.</p>	
Article 16(5), point (bl)					
303m				<p>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.</p> <p>Changes to amended COM prop. not shown.</p>	c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 16a(4)					
303n		<p>4. The priorities for 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.’;</p>	<p><b>4.</b> <i>The priorities for 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></p> <p>Changes to amended COM prop. not shown. No changes to Amended COM proposal</p>	<p><b>4. The priorities for infrastructure and 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.</b></p> <p>Changes to amended COM prop. not shown.</p>	C
Article 16(5), point (bn)					
303o				<p><b>5. Upon the request of a Member State, in duly justified cases, a temporary exemption</b></p>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>from the requirements referred to in paragraph 1 shall be granted by the Commission by means of 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.</p>	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Changes to amended COM prop. not shown.	
Article 16(5), point (bo)					
303p				<p>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.</p> <p>Changes to amended COM prop. not shown.</p>	C
Article 16(5), point (bp)					
303q				<p>The Commission may ask additional information to the Member State no later than thirty calendar days following the receipt of</p>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>request pursuant to the first subparagraph. If the Commission considers that the information provided is insufficient, it may ask the Member State to supplement that information within thirty calendar days from the receipt of that information.</p> <p>Changes to amended COM prop. not shown.</p>	
Article 16(5), point (bq)					
303r				<p>The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the 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</p>	c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>the latest receipt of such information, whichever is the latest date. The decision shall indicate the period for which the exemption is granted.</p> <p>Changes to amended COM prop. not shown.</p>	
Article 16(5), point (br)					
303s				<p>The Commission shall inform other Member States of the exemptions granted pursuant to the fourth subparagraph.</p> <p>Changes to amended COM prop. not shown.</p>	c
Article 17					
304	Article 17 The European Rail Traffic Management System			Article 17 The European Rail Traffic Management System	
Article 17(1)					
305					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. Member States shall ensure that on the railway infrastructure of the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), by 31 December 2040:			1. Member States shall ensure that <del>on the railway infrastructure of the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), by 31 December 2040:</del>	C
Article 17(1), first subparagraph, 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) <del>ERTMS is equipped;</del>	C
Article 17(-1), first subparagraph, point (b)					
307	(b) class B systems are decommissioned.			(b) <del>class B systems are decommissioned.</del>	C
Article 17(1), first indent					
307a				(i) ERTMS is equipped on the railway infrastructure of the extended core network by	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				31 December 2040 and the comprehensive network by 31 December 2050, except connections 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), second indent					
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
Article 17(2)					
308	2. Member States shall			2. Member States shall	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	ensure that the railway infrastructure of the core network, including connections referred to in Article 14(1), point (d), by 31 December 2030 meets the requirements of paragraph 1, point (a).			ensure that the railway infrastructure of the core network, including connections referred to in Article 14(1), point (d), by 31 December 2030 meets the requirements of paragraph 1, point (a).:	C
Article 17(2), first indent					
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
Article 17(2), second indent					
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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				infrastructure manager.	
Article 17(2a.)					
308c				2a. Member State shall aim, where appropriate, at decommissioning of class B systems by 31 December 2050.	C
Article 17(3)					
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. <del>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).</del>	C
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,		4. Member States shall ensure that the railway infrastructure of the core network, the extended core network and the comprehensive network,	4. Member States shall ensure that the railway infrastructure of the core network, the extended core network and the comprehensive network,	C

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



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Article 14(1), point (d), of the core network, the 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.	
Article 17(5b)					
311b				5b. The requirements set out in paragraphs 1 to 5a do not apply to isolated networks.	C
Article 17(6), first subparagraph					
312	6. At the request of a Member State, in duly justified cases, exemptions may be granted by the		6. <i>For isolated networks</i> , at the request of a Member State, in duly justified cases, exemptions may be	6. <del>At the</del> Without prejudice to paragraph 5b, upon request of a Member State, in duly	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>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 Council<sup>1</sup>, be coordinated and agreed with the neighbouring Member State(s) where applicable.</p> <p><sup>1</sup>. 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).</p>		<p>granted by the Commission by means of implementing acts in respect of requirements referred to in paragraphs 1 to 5. <del>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<sup>1</sup>, be coordinated and agreed with the neighbouring Member State(s) where applicable.</del></p> <p><del><sup>1</sup>. 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).</del></p>	<p>justified cases, exemptions <del>may</del><b>shall</b> be granted by the Commission by means of implementing acts in respect of requirements referred to in paragraphs 1 to 5<sup>a</sup>. Any request for exemption shall be based on <b>anegative result of</b> socio-economic cost-benefit analysis and an assessment of the impact on interoperability. <b>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 State shall attach the opinion(s) of the neighbouring Member State(s) to its request. A Member State may</b></p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p><b>request the granting of several exemptions in a single request. Requested exemptions</b> shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council<sup>1</sup>, <del>be coordinated and agreed with the neighbouring Member State(s) where applicable.</del></p> <p><small>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).</small></p>	
Article 17(6), second subparagraph					
312a				<p><b>The Commission shall assess the request in view of the justification provided under the first subparagraph as well as in terms of its significant impact on interoperability. The Commission shall take duly into account the opinion(s) of the</b></p>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				neighbouring Member State(s) concerned.	
Article 17(6), third subparagraph					
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(6), fourth subparagraph					
312c				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,	c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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 17(6), fifth subparagraph					
312d				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C
Article 17(6e)					
312e			<i>6a. Member States shall timely inform the concerned parties about ERTMS deployment before</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>the ETCS trackside deployment and before the decommissioning of class B systems.</i>		
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>		<b>C</b>
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 Management System in order to improve cross-border operations on the trans-European transport network.</i>		<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 18					
313	Article 18 Operational requirements for the European Transport Corridors			Article 18 Operational requirements for the European Transport Corridors <b>Moved to Article 65</b>	<b>C</b>
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 performance of rail freight services along the rail freight lines of the European Transport Corridors from meeting the following target values:		1. Member States shall ensure that, by 31 December 2030, the quality of services provided by infrastructure managers to railway undertakings <b>and terminal operators</b> , technical, <b>administrative</b> and operational requirements for infrastructure use and procedures related to 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:	1. <del>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 performance of rail freight services along the rail freight lines of the European Transport Corridors from meeting the following target values:</del> <b>Moved to Article 65</b>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 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;		(a) for each internal Union cross-border section, the dwelling time of all freight trains crossing the border does not exceed 15 minutes <del>on average</del> . 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 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;	(a) for each internal Union cross-border section, the dwelling time of all freight trains crossing the border does not exceed 15 minutes <del>on average</del> . 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 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	<b>C</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<del>it</del> Moved to Article 65	
Article 18(1), point (b)					
316	(b) at least 90% of the freight trains crossing at 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.			(b) at least 90% of the freight trains crossing at 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	C
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 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</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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), <b>(b) and (ba)</b> and (b) of the first paragraph.	<del>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.</del> <b>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.</b> <b>65</b>	<b>C</b>
Article 18(2a)					
317a			<b><i>2a. The Commission, in close cooperation with all the rail stakeholders, shall ensure that a digital capacity management system, which enables passenger and freight operators to book a cross-border train path across several Member States, will be developed by 31 December 2025. The</i></b>		<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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 Articles 12 and 13, attention shall be given to the following:			In the promotion of projects of common interest related to railway infrastructure, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:	
Article 19, first paragraph a					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
319a			<p><i>(-a) migrating to the European standard nominal track gauge (1 435 mm),</i></p> <p>Changes to amended COM prop. not shown. No changes in EP mandate to COM proposal</p>		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)';	<p><del>(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</del>'migrating to the European standard nominal track gauge (1 435 mm)';</p> <p>Changes to amended COM prop. not shown. No changes to Amended</p>	(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
			COM proposal		
Article 19, first paragraph, point (b)					
321	(b) improving the safety of level crossings;		(b) improving the safety of level crossings, <i>and where relevant, converting to railway overpasses or tunnels;</i>	(b) <del>improving the safety of level crossings</del> <b>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>	<b>B</b>
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 <i>and maritime port, as well as airports</i> <del>port</del> infrastructure;	(c) <del>where appropriate, connecting railway transport infrastructure with inland waterway port infrastructure</del> <b>improving the safety of level crossings;</b>	<b>B</b>
Article 19, first paragraph, point (d)					
323	(d) subject to socio-economic costs and benefits analysis,			(d) <del>subject to socio-economic costs and benefits analysis;</del>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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;			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 <b>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 digital automatic couplings as well as 5G connectivity;		(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, <b>including automated shunting and automated brake status testing,</b> advanced traffic management, and digital connectivity for passengers <b>and freight</b> based on ERTMS and digital	(e) <del>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 digital automatic couplings as well as 5G</del> <b>connectivity subject to socio-economic costs and</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			automatic couplings as well as 5G connectivity;	<b>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;</b>	
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 <i>major</i> upgrading railway infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport;	(f) <del>when</del> <b>developing and deploying innovative technologies for railways,</b> building or upgrading railway infrastructure, <del>ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport in</del> <b>particular on the work of the Shift2Rail and Europe's Rail Joint Undertakings, notably automatic train operation, advanced traffic management, and digital connectivity for</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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) <del>developing innovative alternative fuels technologies for railways, such as hydrogen for</del> sections that are exempted from the electrification requirement. <b>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>	<b>B</b>
Article 19, first paragraph, point (h)					
326a				(h) developing innovative alternative fuels technologies for railways, such as hydrogen for sections that are	<b>B</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				exempted from the electrification requirement and rail access routes.	
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 (i)					
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 services.	C
Article 19, first paragraph, point (gd)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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
SECTION 2					
327	SECTION 2 Inland waterways transport infrastructure			SECTION 2 Inland waterways transport infrastructure	
Article 20					
328	Article 20 Infrastructure components			Article 20 Infrastructure components	
Article 20(1)					
329	1. Inland waterways infrastructure shall comprise, in particular:			1. Inland waterways infrastructure shall comprise, in particular:	

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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, <b>platforms</b> , 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, <b>platforms</b> , land reclamation and the infrastructure necessary for transport operations within the port area and outside the port area;	Identical Council and EP amendments.
Article 20(1), point (h)					
337					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(h) associated equipment;		(h) associated equipment <i>referred to in paragraph 2;</i>	(h) associated equipment <b>referred to in paragraph 2;</b>	Identical amendments.
Article 20(1), point (i)					
338	(i) ICT systems for transport, including RIS;			(i) ICT systems for transport, including RIS;	
Article 20(1), point (j)					
339	(j) the connections of the inland ports to the other modes in the trans-European transport network;			(j) the connections of the inland ports to the other modes in the trans-European transport network;	
Article 20(1), point (k)					
340	(k) infrastructure related to facilities for alternative fuels as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			(k) infrastructure related to facilities for alternative fuels <del>as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];</del>	B
Article 20(1), point (l)					
341					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(1) infrastructure necessary for zero waste operations and circular economy measures.			(1) 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 facilities, as well as equipment for ice-breaking, hydrological services and dredging of the fairway,			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 <del>used oil collection facilities</del> , as well as equipment for ice-breaking, hydrological services and dredging of the fairway,	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	port and port approaches to ensure year-round navigability.			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. <del>An inland port shall</del> <b>In order to</b> be part of the comprehensive network, <b>an inland port shall meet</b> <del>where it meets</del> the following conditions:	<b>B</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;	
Article 20(3), point (b)					
345	(b) it is located on the inland waterway network			(b) it is located on the inland waterway network	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	of the trans-European transport network.			of the trans-European transport network.	
Article 21					
346	Article 21 Transport infrastructure requirements for the comprehensive network			Article 21 Transport infrastructure requirements for the comprehensive network	
Article 21(1)					
347	1. Member States shall ensure that inland ports on the comprehensive network, by 31 December 2050:			1. Member States shall ensure that inland ports on the comprehensive network, by 31 December 2050:	
Article 21(1), point (a)					
348	(a) will be connected with the road or rail infrastructure;			(a) will be connected with the road or rail infrastructure;	
Article 21(1), point (b)					
349	(b) offer at least one multimodal freight terminal open to all operators and			(b) offer at least one multimodal freight terminal open to all operators and	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	users in a non-discriminatory way and which shall apply transparent and non-discriminatory charges;			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, <del>including</del> <b>such as</b> 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, <del>including</del> <b>which may include waste</b> reception facilities, degassing facilities, noise reduction measures, measures to reduce air and water pollution.	<b>B</b>
Article 21(2)					
351	2. Member States shall ensure that alternative fuels infrastructure is deployed in inland ports in compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].			2. Member States shall ensure that alternative fuels infrastructure is deployed in inland ports in <del>compliance with the requirements of</del> <b>accordance with</b> Regulation (EU) [...] [on the deployment of alternative fuels	<b>A</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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), first subparagraph					
354	2. Member States shall ensure that the inland waterway network, including connections referred to in Article 20(1), point (e), is maintained to enable efficient, reliable and safe navigation for		2. Member States shall ensure that the inland waterway network, including connections referred to in Article 20(1), point (e), is maintained to enable efficient, reliable and safe navigation for	2. Member States shall ensure that the inland waterway network, including connections referred to in Article 20(1), point (e), is maintained to enable efficient, reliable and safe navigation for	B - See also Council amendment on line 345a.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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).		users by ensuring minimum waterway requirements and levels of service and by preventing the deterioration of these minimum requirements, <i>and protecting and preventing deterioration of the current status of parts of the network that already exceed the minimum requirements</i> , or any of its defined underlying criteria (Good Navigation Status).	users by ensuring minimum waterway requirements <del>and levels of service and by preventing the deterioration of these minimum requirements or any of its defined underlying criteria</del> <b>laid down in paragraph 3, point (a) and minimum levels of service requirements laid down in paragraph 3, points (b), (c) and (d)</b> (Good Navigation Status).	
Article 22(2) second paragraph					
354a				<b>Member States shall prevent the deterioration of these minimum requirements or any of its defined underlying criteria. In case inland waterway network exceeds these minimum requirements at the date of entry into force of this Regulation, Member States shall make all possible efforts to prevent the deterioration of its</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				status.	
Article 22(3)					
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 <b>by 31 December 2030</b> in particular ensure that:	Identical EP and Council amendments.
Article 22(3), first subparagraph, point (a)					
356	(a) Rivers, canals, lakes, inland ports and their access routes provide a navigable channel depth of at least 2.5 m and a minimum height under non-openable bridges of at least 5.25 m at defined reference water levels, which are exceeded at a defined number of days per year on a statistical average.		(a) Rivers, canals, lakes, <b>lagoons</b> , inland ports and their access routes provide a navigable channel depth of at least 2.5 m and a minimum height under non-openable bridges of at least 5.25 m at defined reference water levels, which are exceeded at a defined number of days per year on a statistical average. <i><b>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.</b></i>	(a) Rivers, canals, lakes, <b>lagoons</b> , inland ports and their access routes provide a navigable channel depth of at least 2.5 m and a minimum height under non-openable bridges of at least 5.25 m at defined reference water levels, which are exceeded at a defined number of days per year on a statistical average.	Identical EP and Council amendments.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 22(3), second subparagraph					
357	<p>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 implementing acts shall be adopted in accordance with the examination procedure referred to in Article 59(3).</p>		<p>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 with river navigation commissions set up by international agreements</i>, specifying the reference water levels referred to in the previous subparagraph per <i>corridor, per river basin or per waterway section when necessary</i>. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 59(3).</p>	<p>The 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. <b>Subject to the approval of the Member States concerned in accordance with Article 172 TFEU</b>, the Commission shall adopt implementing acts, <b>to be elaborated in close cooperation with such Member States and, if applicable, in consultation with river navigation commissions set up by international agreements</b>, specifying the reference water levels referred to in the previous subparagraph per <del>river basin</del> <b>corridor, per waterway or per waterway section</b>. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 59(3).</p>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 22(3), third subparagraph					
358	When specifying the reference water levels the Commission shall take into account the requirements which are set out in international conventions and in agreements concluded between Member States.		When specifying the reference water levels the Commission shall take into account the requirements which are set out in international conventions and in agreements concluded between Member States, <i>including in the regulations adopted by the river navigation commissions set up by such conventions and agreements, and consult the European coordinators of the European transport</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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>corridors concerned.</i>		
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 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;			(b) Member States shall publish on a website accessible to the public the number of days per year as referred to <del>under</del> <sup>in</sup> 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;	A
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			(d) rivers, canals, <b>lakes and lagoons</b> and lakes are equipped with RIS for all	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>Directive 2005/44/EC<sup>1</sup>, so as to guarantee real-time information to users across borders.</p> <p>1. Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p.152).</p>			<p>services according to Directive 2005/44/EC<sup>1</sup>, so as to guarantee real-time information to users across borders.</p> <p>1. Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p.152).</p>	
Article 22(4), first subparagraph					
361a				<p><b>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</b></p>	<b>C</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>result of socio-economic cost-benefit analysis or potential negative impacts on environment or biodiversity, or on cultural heritage. Any such request shall be substantiated with sufficient justification. The request for exemptions shall be coordinated with the neighbouring Member State(s) where applicable. The neighbouring Member State(s) may provide an opinion to the Member State requesting the exemption. The Member State shall attach the opinion(s) of the neighbouring Member State(s) to its request. A Member State may request the granting of several exemptions in a single request.</p>	
Article 22(4), third subparagraph					
361b				The Commission shall	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>assess the request in view of the justification provided under the first subparagraph. The Commission shall take duly into account the opinion(s) of the neighbouring Member State(s) concerned.</p>	C
Article 22(4), fourth subparagraph					
361c				<p>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.</p>	C
Article 22(4), fifth subparagraph					
361d					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has been provided by the Member States concerned pursuant to the third subparagraph, no later than 4 months following the latest receipt of such information, whichever is the latest date. In the absence of an explicit decision by the Commission within such time-limits, the exemption shall be deemed to be granted.</p>	C
Article 22(3), point (de)					
361e				<p>The Commission shall inform other Member States of the exemptions granted pursuant to this Article.</p>	C

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	maintenance of the inland waterway network shall not be considered as a case justifying the granting of an exemption.			maintenance of the inland waterway network shall not be considered as a case justifying the granting of an exemption.	
Article 22(4), third subparagraph					
364	Member States may be granted an exemption in case of force majeure. Member States shall rehabilitate the navigability conditions to the previous status as soon as the situation allows for it.			<del>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.</del> <b>Incorporated into paragraph 4a.</b>	<b>B - see also line 365a.</b>
Article 22(4), fourth subparagraph					
365	Any request for exemption shall be coordinated and agreed with the neighbouring Member State(s) where applicable.			<del>Any request for exemption shall be coordinated and agreed with the neighbouring Member State(s) where applicable.</del>	<b>C - see also line 361a.</b>
Article 22(4a.)					
365a				<b>4a. In case of force</b>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				majeure, Member States shall rehabilitate the navigability conditions to the previous status as soon as the situation allows for it.	B - see also line 364.
Article 22(5)					
366	5. The Commission shall adopt implementing acts setting out requirements complementing the minimum requirements established in accordance with paragraph (3), point (a), second subparagraph, per river basin. These requirements may be related in particular to:		5. The Commission shall adopt implementing acts setting out requirements <i>in cooperation with, where applicable, the respective river navigation commissions</i> , complementing the minimum requirements established in accordance with paragraph (3), point (a), second subparagraph, per <i>corridor, per river basin or per waterway section when necessary</i> . These requirements may be related in particular to:	5. The Commission <del>shall</del> may adopt <del>implementing acts setting out requirements complementing the minimum requirements established in accordance with paragraph (3), point (a), second subparagraph, per river basin</del> <b>guidelines ensuring a coherent approach on the application of the good navigation status in the Union</b> . These <del>requirements may be related to</del> <b>guidelines may cover</b> in particular to:	C
Article 22(5), first subparagraph					
367	(a) complementary parameters for waterways			(a) complementary parameters for waterways	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	specific for free flowing rivers;			specific for free flowing rivers;	
Article 22(1g), first subparagraph, point (aa)					
368	(b) specifications for inland waterway infrastructure;			<del>(b)</del> (aa) specifications for inland waterway infrastructure <b>complementary parameters for navigable width of channel;</b>	<b>B</b>
Article 22(5), first subparagraph, point (b)					
369	(c) specifications for infrastructure of inland ports;			<del>(e)</del> (b) specifications for infrastructure of inland ports;	<b>B</b>
Article 22(5), first subparagraph, point (c)					
370	(d) appropriate mooring places and services for commercial users;			<del>(d)</del> (c) appropriate mooring places and services for commercial users;	<b>B</b>
Article 22(5), first subparagraph, point (d)					
371	(e) deployment of alternative energy infrastructure to ensure		(e) deployment of alternative energy infrastructure to ensure	(e) deployment of alternative energy infrastructure to ensure	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	corridor-wide access to alternative fuels;		corridor-wide access to alternative fuels <i>in compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure]</i> ;	corridor-wide access to alternative fuels;	
Article 22(5), first subparagraph, point (e)					
372	(f) requirements for digital applications of the network and automation processes;			(f) <del>requirements for use of</del> 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		(h) introduction and promotion of new technologies and innovation for <del>zero-</del>	(h) introduction and promotion of new technologies and innovation for zero-carbon	B



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	energy fuels and propulsion systems.		<del>carbon</del> <b>zero- and low-carbon</b> energy fuels and propulsion systems.	energy fuels and propulsion systems.	
Article 22(5), second subparagraph					
375	The implementing act referred to in the first subparagraph shall be adopted in accordance with the examination procedure referred to in Article 59(3).			<del>The implementing act referred to in the first subparagraph shall be adopted in accordance with the examination procedure referred to in Article 59(3).</del>	<b>C</b>
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 <b>unduly</b> compromised.	<del>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.</del>	<b>C</b>

	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 <b>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>	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, <b>including mooring and rest places and their services</b> , necessary for transport <b>and mobility</b> operations within as well as outside the port area <b>and along the waterway</b> ;	(d) modernisation and expansion of the capacity of the infrastructure, <b>including mooring and rest places and their services</b> necessary for <b>multimodal</b> transport operations within as well as outside the port area <b>and along the waterway</b> ;	<b>B</b>
Article 23, first paragraph, point (e)					
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 <b>using alternative and renewable fuels, as well as alternative, lower-impact vessels</b> 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>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			international agreements.		
Article 23, first paragraph, point (f)					
383a				(f) development and use of shallow- draught inland waterway vessels suited for low water levels;	B
Article 23, first paragraph, point (eb)					
383b			(ea) developing and deploying means to monitor fairway conditions;		B
Article 23, first paragraph, point (g)					
383c				(g) when building or upgrading inland waterways infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport;	B - see EP amendment on following line
Article 23, first paragraph, point (ed)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
383d			<i>(eb) providing active modes infrastructure alongside waterways</i>		B - See also Council amendment on previous line.
Article 23, first paragraph, point (h)					
383e				<b>(h) promoting actions to prevent deterioration of the waterway requirements.</b>	B
Article 23, first paragraph, point (ef)					
383f			<i>(ec) By ...[ two years after the entry into force of this Regulation], the Commission shall consider presenting a legislative framework, accompanied if appropriate by a legislative proposal, for facilitating cross-border commercial transport operation on inland waterways, including the development of data exchanges in order to enable cooperation</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>mechanisms between Member States;</i>		
Article 23, first paragraph, point (eg)					
383g			<i>(ed) Member States shall ensure that any new inland waterway infrastructure avoids, where possible, potential barrier to longitudinal and lateral connectivity of free-flowing rivers and biodiversity loss.</i>		c
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					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. The European Maritime Space connects and integrates the maritime components described in paragraph 2 with the landside network through the creation or upgrading of short-sea shipping routes between two or more maritime ports on the Union territory or between one or more port(s) on the Union territory and a port on the territory of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union, and through the development of maritime ports on the Union territory and their hinterland connections to provide an efficient, viable and sustainable integration with other modes of transport.		1. The European Maritime Space connects and integrates the maritime components described in paragraph 2 with the landside network through the creation or upgrading of short-sea shipping routes between two or more maritime ports on the Union territory or between one or more port(s) on the Union territory and a port on the territory of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union <b>or in the geographical area of outermost regions</b> , 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.	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 <del>between two or more maritime ports on the Union territory or between one or more port(s) on the Union territory and a port on the territory of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union</del> , and through the development of maritime ports on the <del>Union territory</del> <b>of Member States</b> and their hinterland connections to provide an efficient, viable and sustainable integration with other modes of transport.	<b>B</b>
Article 24(2)					
387					



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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, <b>including hinterland connectivity;</b>	<b>B</b>
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), <b>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</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				helping the energy transition, and ICT systems for transport and hydrographic surveys-;	
Article 24(2), point (c)					
389a				(c) the promotion of sustainable and resilient short-sea shipping links, in particular those that concentrate flows of freight in order to reduce negative external costs such as emissions and congestion from road transport within the Union and those that improve access to outermost and other remote, insular and peripheral regions through the establishment or upgrading of sustainable, regular and frequent maritime services.	B
Article 24(3)					
390	3. Maritime transport			3. Maritime transport	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	infrastructure referred to in point (a) of paragraph 2 shall comprise, in particular:			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 operations within the port area;			(a) maritime ports, including the infrastructure necessary for transport 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, <b>platforms</b> , jetties, docks, dykes, backfills, and land reclamation;	<b>B</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;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 24(3), point (e)					
395	(e) port approaches, fairways and locks;			(e) port approaches, fairways and locks;	
Article 24(3), point (f)					
396	(f) breakwaters;			(f) breakwaters;	
Article 24(3), point (g)					
397	(g) the connections of 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)					
398	(h) ICT systems for transport, including EMSWe and VTMISS;			(h) ICT systems for transport, including EMSWe and VTMISS;	
Article 24(3), point (i)					
399	(i) infrastructure related to facilities for alternative fuels as defined in			(i) infrastructure related to facilities for alternative fuels as defined in	B

	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 24(3), point (j)					
400	(j) associated equipment, which may include, in particular, equipment for traffic and cargo management, for the reduction of negative effects on the 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;		(j) associated equipment, which may include, in particular, equipment for 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 <del>capital</del> -dredging and protection of the port and port approaches;	(j) associated equipment, which may include, in particular, equipment for traffic and cargo management, for the reduction of negative effects on the environment, <b>including for zero waste operations and circular economy measures</b> , 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>B</b>
Article 24(3), point (k)					
401					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(k) infrastructure necessary for zero waste operations and circular economy measures.			(k) infrastructure necessary for zero waste operations and circular economy measures <b>facilitating port activities related to offshore wind farms and renewable energy.</b>	<b>B</b>
Article 24(3), point (ka)					
401a			<i>(ka) dual-use infrastructure utilised for civilian and military purposes.</i>		<b>C</b>
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. <del>A maritime port shall</del> <b>In order to</b> be part of the comprehensive network, <b>a maritime port shall meet</b> <del>where at least one of the following conditions is met:</del>	<b>B</b>
Article 24(4), point (a)					
403	(a) its total annual passenger traffic volume exceeds 0.1% of the total			(a) its total annual passenger traffic volume exceeds 0.1% of the total	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;			annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;	
Article 24(4), point (b)					
404	(b) its total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;			(b) its total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;	
Article 24(4), point (ba)					
404a				<b>(ba) its total annual cargo volume – for bulk</b>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				and /or for non-bulk cargo handling – exceeds annually 500.000 tonnes and its contribution to the diversification of EU energy supplies and to the acceleration of the roll-out of renewable energies is one of the main activities of the port. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat.	C
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 <del>is located on an island and</del> 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 <b>within the meaning of Article 3 of Regulation 1059/2003<sup>1</sup></b> ;  1. Regulation (EC) No 1059/2003 of the European Parliament and of the Council of 26 May 2003 on the	B



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				establishment of a common classification of territorial units for statistics (NUTS)	
Article 24(4), point (d)					
406	(d) it is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.			(d) it is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.	
Article 24(4), point (da)					
406a			<i>(da) it is included in the list set out in Annex II due to its geostrategic importance for the Union.</i>		B
Article 25					
407	Article 25 Transport infrastructure requirements for the comprehensive network			Article 25 Transport infrastructure requirements for the comprehensive network	
Article 25(1)					
408					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. Member States shall ensure that:			1. Member States shall ensure that:	
Article 25(1), point (a)					
409	(a) alternative fuels infrastructure is deployed in maritime ports of the comprehensive network in full compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			(a) alternative fuels infrastructure is deployed in maritime ports of the comprehensive network in <del>full compliance</del> <b>accordance</b> with the <del>requirements of</del> Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	<b>A</b>
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 Council <sup>1</sup> ;			(b) maritime ports of the comprehensive network are equipped with the necessary infrastructure to improve the environmental performance of ships in ports, <del>among others</del> <b>in particular</b> reception facilities for the delivery of waste from ships in accordance with Directive (EU) 2019/883 of the European Parliament and of	<b>A</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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).			the Council <sup>1</sup> ;  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).	
Article 25(1), point (c)					
411	(c) VTMS and SafeSeaNet are implemented in accordance with Directive 2002/59/EC;			(c) VTMS and SafeSeaNet are implemented in accordance with Directive 2002/59/EC;	
Article 25(1), point (d)					
412	(d) maritime national single windows are implemented in accordance with the Regulation (EU) 2019/1239.			(d) maritime national single windows are implemented in accordance with the Regulation (EU) 2019/1239.	
Article 25(2)					
413	2. Member States shall ensure that, by 31			2. Member States shall ensure that, by 31	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	December 2050:			December 2050:	
Article 25(2), point (a)					
414	(a) maritime ports of the comprehensive network will be connected with the rail and road infrastructure and, where possible, inland waterways, except where specific geographic or significant physical constraints prevent such connection;		(a) maritime ports of the comprehensive network will be connected with the rail and road infrastructure and, where possible, <b>with</b> inland waterways, <del>except where specific geographic or significant physical constraints prevent such connection;</del>	(a) maritime ports of the comprehensive network <del>will be</del> <b>with a total annual cargo volume of more than 2 million tons are</b> connected with the rail and road infrastructure and, where possible, inland waterways, <del>except where specific geographic or significant physical constraints prevent such connection.</del> <b>The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;</b>	<b>C</b>
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>		<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 25(2), point (b)					
415	(b) any maritime port of the comprehensive network that serves freight traffic offers at least one multimodal freight terminal which is open to all operators and users in a non-discriminatory way and which applies transparent and non-discriminatory charges;		(b) any maritime port of the comprehensive network that serves freight traffic offers at least one multimodal freight terminal <b><i>inside the port or in its vicinity with a direct rail connection,</i></b> which is open to all operators and users in a non-discriminatory way and which applies transparent and non-discriminatory charges;	(b) any maritime port of the comprehensive network that serves freight traffic offers at least one multimodal freight terminal which is open to all operators and users in a non-discriminatory way and which applies transparent and non-discriminatory charges;	<b>B</b>
Article 25(2), point (c)					
416	(c) sea canals, port fairways and estuaries connect two seas, or provide access from the sea to maritime ports and correspond at least to inland waterways that meet the requirements of Article 22;			(c) sea canals, port fairways and estuaries <b>which</b> connect two seas, or <b>which</b> provide access from the sea to maritime ports <del>and</del> correspond at least to inland waterways that meet the requirements of Article 22;	<b>A</b>
Article 25(2), point (d)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 <del>dedicated</del> 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.	
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				<b>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.</b>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 25(3), first subparagraph					
418	<p>3. At the request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in paragraph (2), may be granted by the Commission by means of implementing acts. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity.</p>			<p>3. <del>At the</del><b>Upon a</b> request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in <b>the first subparagraph of</b> paragraph (2), <del>may</del><b>shall</b> be granted by the Commission by means of implementing acts. <del>Any request for exemption shall be based on a</del> <b>on the ground of specific geographical or significant physical constraints or negative result of</b> socio-economic cost-benefit analysis, <del>the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity or</del> <b>potential negative impacts on environment or biodiversity. Any such request shall be substantiated with</b></p>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				sufficient justification. A Member State may request the granting of several exemptions in a single request.	
Article 25(3), second subparagraph					
418a				The Commission shall assess the request in view of the justification provided under the first subparagraph.	C
Article 25(3), third subparagraph					
418b				The Commission may ask additional information to the Member State no later than thirty calendar days following the receipt of request pursuant to the first subparagraph. If the Commission considers that the information provided is insufficient, it may ask the Member State to supplement that information within thirty calendar days from the receipt of that	C



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				information.	
Article 25(3), fourth subparagraph					
418c				<p>The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has been provided by the Member States concerned pursuant to the third subparagraph, no later than 4 months following the latest receipt of such information, whichever is the latest date. In the absence of an explicit decision by the Commission within such time-limits, the exemption shall be deemed to be granted.</p>	c
Article 25(3), fifth subparagraph					
418d				The Commission shall	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				inform other Member States of the exemptions granted pursuant to this Article.	<b>C</b>
Article 26					
419	Article 26 Transport infrastructure requirements for the core network			Article 26 Transport infrastructure requirements for the core network	
Article 26(1)					
420	1. Member States shall ensure that the maritime transport infrastructure of the core network complies with Article 25(1).			1. Member States shall ensure that the maritime transport infrastructure of the core network complies with Article 25(1).	
Article 26(2)					
421	2. Member States shall ensure that the maritime transport infrastructure of the core network meets the requirements set out in Article 25(2) by 31 December 2030.			2. Member States shall ensure that the maritime transport infrastructure of the core network meets the requirements set out in Article 25(2) by 31 December 2030.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 26(3)					
422	<p>3. At the request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in paragraph (2), may be granted by the Commission by means of implementing acts. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity.</p>			<p>3. <del>At the</del><b>Upon</b> request of a Member State, in duly justified cases, exemptions from the minimum requirements referred to in paragraph (2), <del>may</del><b>shall</b> be granted by the Commission by means of implementing acts. <del>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</del><b>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.</b></p>	c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 26(3a)					
422a				The Commission shall assess the request in view of the justification provided under the first subparagraph.	C
Article 26(3b)					
422b				The Commission may ask additional information to the Member State no later than thirty calendar days following the receipt of request pursuant to the first subparagraph. If the Commission considers that the information provided is insufficient, it may ask the Member State to supplement that information within thirty calendar days from the receipt of that information.	C
Article 26(3c)					
422c					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has been provided by the Member States concerned pursuant to the third subparagraph, no later than 4 months following the latest receipt of such information, whichever is the latest date. In the absence of an explicit decision by the Commission within such time-limits, the exemption shall be deemed to be granted.</p>	C
Article 26(3d)					
422d				<p>The Commission shall inform other Member States of the exemptions granted pursuant to this Article.</p>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 27					
423	Article 27 Additional priorities for maritime infrastructure development			Article 27 Additional priorities for maritime infrastructure development <b>and the European Maritime Space</b>	<b>B</b>
Article 27, first paragraph					
424	In the promotion of projects of common interest related to maritime infrastructure, and in addition to the priorities set out in Articles 12 and 13, attention shall be given to the following:			In the promotion of projects of common interest related to maritime infrastructure <b>and the European Maritime Space</b> , and in addition to the priorities set out in Articles 12 and 13, attention shall be given to the following:	<b>B</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, <del>capital</del> dredging and navigational aids;	(a) upgrading maritime access, such as breakwaters, sea channels, fairways, locks, capital dredging and navigational aids;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 27, first paragraph, point (b)					
426	(b) construction or upgrading basic port infrastructure, such as internal basins, quay walls, berths, jetties, docks, dykes, backfills and land reclamation;		(b) construction, <b><i>maintenance</i></b> or upgrading basic port infrastructure, such as internal basins, <b><i>sustainable alternative fuels infrastructure</i></b> , quay walls, berths, jetties, docks, dykes, backfills and land reclamation;	(b) construction or upgrading basic port infrastructure, such as internal basins, quay walls, berths, <b>platforms</b> , jetties, docks, dykes, backfills and land reclamation;	<b>B</b>
Article 27, first paragraph, point (ba)					
426a				(ba) the improvement of the interconnection infrastructure, equipment and systems defined in Article 36;	<b>B</b>
Article 27, first paragraph, point (bb)					
426b			(ba) <i>modernisation and expansion of the capacity of the rail infrastructure necessary for transport operations within, as well as outside, the port area;</i>		<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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, <b>efficiency</b> 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, <b>including wind propulsion</b> ;	(d) introduction and promotion of new technologies and innovation for <del>zero</del> <b>innovation, as well as renewable</b> and low carbon energy fuels and propulsion systems;	B
Article 27, first paragraph, point (e)					
429	(e) improve the resilience of the logistic chains and international maritime trade, including in relation to climate adaptation;			(e) <del>improve</del> <b>improvement of</b> the resilience of the logistic chains and international maritime trade, including in relation to climate adaptation;	A



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 <del>or</del> 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-, <b>including the use of eco-incentives schemes;</b>	<b>B</b>
Article 27, first paragraph, point (h)					
431a				<b>(h) actions referred to in points (b) and (c) of Article 24(2).</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 27, first paragraph, point (gb)					
431b			<i>(ga) promoting ferry transport as a sustainable mode of passenger transport, including in urban nodes, where applicable;</i>		B
Article 27, first paragraph, point (gc)					
431c			<i>(gb) improving infrastructure with the aim of increasing the share of freight, including for short-sea shipping links, that transfers from road and air transport to maritime or inland waterways and rail transport, in order to reduce negative external costs such as emissions and congestion;</i>		B
Article 27, first paragraph, point (gd)					
431d			<i>(gc) improving access to outermost and other remote, insular and</i>		B

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

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

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 28(1), point (c)					
447	(c) ICT systems for transport;			(c) <b>digital infrastructure and</b> ICT systems for transport;	<b>B</b>
Article 28(1), point (d)					
448	(d) access routes and last mile connection to multimodal freight terminals;			(d) access routes <del>and last mile connection to</del> multimodal freight terminals;	<b>B</b>
Article 28(1), point (e)					
449	(e) connections of the freight terminals and logistic platforms to the other modes in the trans-European transport network;		(e) connections of the freight terminals <del>and logistic platforms</del> 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>B</b>
Article 28(1), point (f)					
450	(f) bus terminals.			(f) bus terminals-;	
Article 28(1), point (g)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
450a				(g) infrastructure related to facilities for alternative fuels;	B - see also line 444.
Article 28(1), point (fb)					
450b			(fa) access routes and last mile connection to multimodal passenger hubs, including infrastructure for active modes.		B
Article 28(1), point (h)					
450c				(h) parking and rest areas, including safe and secure parking areas for commercial vehicles.	B - see also line 442.
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			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	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	economic centres and interconnect with other transport modes.			the main urban and economic centres and interconnect with other transport modes.	
Article 28(3)					
452	3. Equipment associated with roads may include, in particular, equipment for traffic management, information and route guidance, for the levying of tolls or user charges, for safety, for reducing negative environmental effects, for refuelling or recharging of vehicles with alternative propulsion, and for safe and 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.	
Article 29					
453	Article 29 Transport infrastructure requirements for the comprehensive network			Article 29 Transport infrastructure requirements for the comprehensive network	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 29(1)					
454	1. Member States shall ensure that:			1. Member States shall ensure that:	
Article 29(1), point (a)					
455	<p>(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<sup>1</sup>;</p> <p>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).</p>		<p>(a) the safety of road transport infrastructure is ensured, monitored and, when necessary, improved in accordance with Directive <b>2019/1936 amending Directive</b> 2008/96/EC of the European Parliament and of the- Council<sup>1</sup>;</p> <p>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).</p>	<p>(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<sup>1</sup>;</p> <p>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).</p>	
Article 29(1), point (b)					
456	(b) the roads are designed, built or upgraded and maintained with the highest level of safety of traffic			(b) the roads are designed, built or upgraded and maintained with <del>the</del> <b>highest</b> level of safety	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	through, in particular, the implementation of the latest technologies;			of traffic through, in particular, the implementation of the latest technologies;	
Article 29(1), point (c)					
457	(c) the roads are designed, built or upgraded and maintained with the highest level of environmental protection, including as appropriate through low noise road surfaces and the collection, treatment and release of water run-off;			(c) the roads are designed, built or upgraded and maintained with the <b>highest</b> level of environmental protection, including as appropriate through <b>low-noise road surfaces reduction measures</b> and the collection, treatment and release of water run-off;	<b>B</b>
Article 29(1), point (ca)					
457a			<i>(ca) the roads are designed, built or upgraded and maintained with the most resource-efficient and climate-proof materials;</i>		<b>B</b>
Article 29(1), point (d)					
458					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>(d) road tunnels over 500 m in length comply with Directive 2004/54/EC of the European Parliament and of the Council<sup>1</sup>;</p> <p>1. Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network (OJ L 167, 30.4.2004, p. 39).</p>			<p>(d) road tunnels over 500 m in length comply with Directive 2004/54/EC of the European Parliament and of the Council<sup>1</sup>;</p> <p>1. Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network (OJ L 167, 30.4.2004, p. 39).</p>	
Article 29(1), point (e)					
459	<p>(e) where applicable, the interoperability of toll collection systems is ensured in accordance with Directive (EU) 2019/520 of the European Parliament and of the Council<sup>1</sup> and with Commission Implementing Regulation C/2019/9080<sup>2</sup> and Commission Delegated Regulation C/2019/8369<sup>3</sup>;</p> <p>1. Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-</p>			<p>(e) where applicable, the interoperability of toll collection systems is ensured in accordance with Directive (EU) 2019/520 of the European Parliament and of the Council<sup>1</sup> and with Commission Implementing Regulation C/2019/9080<sup>2</sup> and Commission Delegated Regulation C/2019/8369<sup>3</sup>;</p> <p>1. Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).</p> <p>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).</p> <p>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).</p>			<p>border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).</p> <p>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).</p> <p>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).</p>	
Article 29(1), point (f)					
460	<p>(f) where applicable, the tolls or user charges are levied in accordance with Directive 1999/62/EC of the European Parliament and of the Council<sup>1</sup>;</p> <p>_____</p>			<p>(f) where applicable, the tolls or user charges are levied in accordance with Directive 1999/62/EC of the European Parliament and of the Council<sup>1</sup>;</p> <p>_____</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42).			1. Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999,- p. 42).	
Article 29(1), point (g)					
461	<p>(g) any intelligent transport system on road transport infrastructure complies with Directive (EU) [...] on the framework for the deployment of Intelligent Transport Systems and is deployed in a manner consistent with delegated acts adopted under that Directive<sup>1</sup>;</p> <p>1. Directive 2021/... revising Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport] (OJ L [...]).</p>			<p>(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 Directive <sup>1</sup>; <sup>2</sup>;</p> <p>1. Directive 2021/... revising Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport] (OJ L [...]).</p>	
Article 29(1), point (h)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
462	(h) alternative fuels infrastructure is deployed on the road network in full compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].			(h) alternative fuels infrastructure is deployed on the road network in full compliance with the requirements of <b>accordance with</b> Regulation (EU) [...] [on the deployment of alternative fuels infrastructure].	<b>A</b>
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</i>		<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>markings and road signs for human drivers and automated driver assistance systems. These specifications shall include minimum performance requirements on the visibility and state of the traffic signs, signals, and road markings.</i>		
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 <del>road infrastructure</del> <b>roads referred in Article 28 (1)(a)</b> of the comprehensive network <del>meets</del> <b>meet</b> the following requirements:	<b>B</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, <b>as well as sufficiently maintained</b> , and:	(a) <del>the road is specially designed, built or upgraded for motor traffic and:</del>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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, <del>exceptionally</del> , by other means <i>guaranteeing the same level of safety</i> ;	<del>(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;</del>	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			<del>(ii) does not cross at grade with any road, railway or tramway track, bicycle path or footpath; and</del>	C
Article 29(2), point (a)(iii)					
467	(iii) does not serve properties bordering on it.			<del>(iii) does not serve properties bordering on it.</del>	C
Article 29(2), point (b)					
468	(b) rest areas are available		(b) rest areas are available	(b) rest areas are available	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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;		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;	at a maximum distance of <del>60</del> 100 km from each other, providing sufficient parking space, <del>safety and security</del> equipment, and appropriate facilities, including sanitary facilities, that meet the needs of a diverse workforce;	<b>C</b>
Article 29(2), point (c)					
469	<p>(c) safe and secure parking areas are available at a maximum distance of 100 km from each other, providing a sufficient parking space for commercial vehicles and complying with the requirements set out in Article 8(1), point (a), of Regulation (EU) 2020/1054<sup>1</sup>;</p> <p><sup>1</sup> 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,</p>		<p>(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) 2020/1054<sup>1</sup>;</p> <p><sup>1</sup> 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</p>	<p>(c) <del>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<sup>1</sup>;</del></p> <p><sup>1</sup> <del>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,</del></p>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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).		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).	<del>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).</del>	
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 <del>at a maximum distance of 300 km from each other</del> <b>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.</b> 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.	<b>C</b>
Article 29(2a)					
470a					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><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 systems, electronic exchange of documents on posting of drivers via the IMI system, as well as the incorporation</i></p>		c
Article 29(3), first subparagraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
471	<p>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 886/2013<sup>1</sup>.</p> <p>1. Commission delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users(OJ L 247, 18.9.2013, p. 6).</p>			<p>3. Member States shall ensure, <del>by 31 December 2030</del>, 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 886/2013<sup>1</sup>:-:</p> <p>1. Commission delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users(OJ L 247, 18.9.2013, p. 6).</p>	C
Article 29(3), point (a)					
471a				<b>(a) for the existing infrastructure of the comprehensive network</b>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				by 31 December 2030;	
Article 29(3), point (b)					
471b				(b) for the new infrastructure of the comprehensive network by 31 December 2050 or, in case the road section is completed before, by its date of completion.	C
Article 29(4), first subparagraph					
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 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		4. At the request of a Member State, in duly justified cases, exemptions from the requirement set out in paragraph 2, point (a), may be granted by the Commission by means of implementing acts, in particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are specific geographic or significant physical constraints, as long as an appropriate level of safety is ensured. <i>After</i>	4. <del>At the</del> Upon request of a Member State, in duly justified cases, exemptions from the requirement set out in paragraph 2, <del>point (a), may</del> shall be granted by the Commission by means of implementing acts, <del>in particular</del> where the traffic density does not exceed 10,000 vehicles per day in both directions, <del>or when there are</del> and/or on the ground of specific <del>geographic</del> geographical or significant physical constraints, <del>as long as an</del>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments.		<p><i>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></p> <p>Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments.</p>	<p>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 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. Neighbouring Member States may provide an opinion to the Member State requesting the exemption. The Member State shall attach the opinions of</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				neighbouring Member States to its request. A Member State may request the granting of several exemptions in a single request.	
Article 29(4), second subparagraph					
472a				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(4), third subparagraph					
472b				The Commission may ask additional information to the Member State no later than thirty calendar days following the receipt of request pursuant to the first subparagraph. If the Commission considers that the information	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				provided is insufficient, it may ask the Member State to supplement that information within thirty calendar days from the receipt of that information.	
Article 29(4), fourth subparagraph					
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 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	C



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				shall be deemed to be granted.	
Article 29(4), fifth subparagraph					
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 ensure that the road infrastructure of the core network and extended core network complies with Article 29(1).			1. Member States shall ensure that the road infrastructure of the core network and extended core network complies with Article 29(1).	
Article 30(1a)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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(1a), first subparagraph (i)					
474b				(i) they provide, except at special points or temporarily, separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or by other means ensuring equivalent level of safety; and	C
Article 30(1a), first subparagraph (ii)					
474c				(ii) they do not cross at grade with any road,	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				railway or tramway track, bicycle path or footpath	C
Article 30(2)					
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 2040 complies with the following:	C
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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				needs of a diverse workforce;	
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 network and extended core network meets the requirements set out in Article 29(2), point (b), by 31 December 2030.		3. Member States shall ensure that the road infrastructure of the core network and extended core network meets the requirements set out in Article 29(2), <del>point (b)</del> <b>points (b) and (c)</b> by 31 December 2030.	3. Member States shall <b>make all possible efforts to ensure that the road infrastructure the development of safe and secure parking areas located on roads of the core network and extended core network, or within 3 km driving distance from the nearest exit of 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</b> the requirements set out in	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>Article 29(2), point <del>(b)</del>, 8a(1) of Regulation (EC) No 561/2006 by 31 December 2030<sup>1</sup>.  <b>Member States may focus on road sections with high intensity of freight traffic.</b></p> <p><b>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)</b></p>	
Article 30(4), first subparagraph					
477	4. Member States shall ensure that the road infrastructure of the core network meets the requirements set out in Article 29(3) by 31 December 2025.			<p>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.</p>	<b>B</b>
Article 30(4), first indent					
477a					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				(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(4), second indent					
477b				(b) for the new infrastructure of the core network by 31 December 2030 and for the new infrastructure of the extended core network by 31 December 2040 or, in case the road section is completed before, by its date of completion.	B
Article 30(5), first subparagraph					
478	5. At the request of a Member State, in duly justified cases, exemptions from the requirement set out in Article 29 (2), point (a), may be granted by the Commission by means of implementing acts, in		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	5. <del>At the</del> Upon request of a Member State, in duly justified cases, exemptions from the requirement set out in <del>Article 29 (2), point (a), may</del> paragraphs 1a and 2 shall be granted by the Commission by means	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are specific geographic or significant physical constraints, as long as an appropriate level of safety is ensured. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments.</p>		<p>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 <del>an appropriate</del> <b>these roads meet a high</b> level of safety <del>is ensured according to the infrastructure safety management directive (EU)2019/1936</del>. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments.</p>	<p>of implementing acts, <del>in particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are</del> <b>and/or on the ground of</b> specific <del>geographic</del> <b>geographical</b> or significant physical constraints, <del>as long as an appropriate level of safety is ensured. Any or</del> <b>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.</b> <del>The request for exemption</del> <b>exemptions</b> shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				investments coordinated with the neighbouring Member State(s) where applicable. The neighbouring Member State(s) may provide an opinion to the Member State requesting the exemption. The Member 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.	
Article 30(5), second subparagraph					
478a				The Commission shall assess the request in view of the justification provided under the first subparagraph. The Commission shall take duly into account the opinion(s) of the neighbouring Member State(s) concerned.	B



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 30(5), third subparagraph					
478b				<p>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.</p>	B
Article 30(5), fourth subparagraph					
478c				<p>The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has been provided by the Member</p>	B

	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 30(5), fifth subparagraph					
478d				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	B
Article 31					
479	Article 31 Additional priorities for road infrastructure development			Article 31 Additional priorities for road infrastructure development	
Article 31, first paragraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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)					
481	(a) improvement and promotion of road safety, taking into account the needs of vulnerable users and road users in all their diversity, in particular persons with reduced mobility;		(a) improvement and promotion of road safety, taking into account the needs of vulnerable users and road users in all their diversity, in particular persons with reduced mobility, <i>and ensuring proper enforcement, also cross-border, of the related legislation;</i>	(a) improvement and promotion of road safety, taking into account the needs of vulnerable users and road users in all their diversity, in particular persons with reduced mobility;	
Article 31, first paragraph, point (b)					
482	(b) mitigation of congestion on existing roads, in particular through intelligent traffic management, including dynamic congestion			(b) mitigation of congestion on existing roads, in particular through intelligent traffic management, including dynamic congestion	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	charges or tolls varied based on the time of day, week or season;			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 tools and 5G communication infrastructure;		(c) introduction of innovative, <b>including digital</b> technologies to improve the control of compliance with the Union road transport legal framework, including smart tools and 5G communication infrastructure <b>in order to facilitate the introduction of smart solutions and systems, such as SEDEA;</b>	(c) <b>improvement of digitalisation and automation processes,</b> introduction of innovative technologies to improve the control of compliance with the Union road transport legal framework, including smart and automated enforcement tools and <del>5G</del> communication infrastructure;	<b>B</b>
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, <b>simultaneously build or upgrade connected or parallel infrastructure for active mobility and</b> ensure the continuity and	(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>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			accessibility of pedestrian and cycling paths in order to promote the active modes of transport.		
Article 31, first paragraph, point (e)					
484a				<p>(e) development of safe and secure parking areas 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<sup>1</sup> on the comprehensive network.</p> <p><sup>1</sup> Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (Text with EEA relevance) (OJ L 102, 11.4.2006, p. 1–14).</p>	c
SECTION 5					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
485	SECTION 5 Air transport infrastructure			SECTION 5 Air transport infrastructure	
Article 32					
486	Article 32 Infrastructure components			Article 32 Infrastructure components	
Article 32(1)					
487	1. Air transport infrastructure shall comprise, in particular:			1. Air transport infrastructure shall comprise, in particular:	
Article 32(1), point (a)					
488	(a) air space, routes and airways;			(a) air space, routes and airways;	
Article 32(1), point (b)					
489	(b) airports, including the infrastructure and equipment necessary for ground and transport operations within the airport area, vertiports and spaceports;			(b) airports, including the infrastructure and equipment necessary for ground and transport operations within the airport area, <del>vertiports and spaceports</del> and vertiports;	B - See also line 494a.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 32(1), point (c)					
490	(c) the connections of the airports to the other modes in the trans-European transport network;			(c) the connections of the airports to the other modes in the trans-European transport network;	
Article 32(1), point (d)					
491	(d) ATM/ANS Systems and associated equipment, including space-based equipment;			(d) ATM/ANS Systems and associated equipment, including space-based equipment;	
Article 32(1), point (e)					
492	(e) infrastructure related to alternative fuels, and electricity supply to stationary aircraft as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			(e) infrastructure related to alternative fuels, and electricity supply to stationary aircraft as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	<b>B</b>
Article 32(1), point (f)					
493	(f) infrastructure for the			(f) infrastructure for the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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;			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;	
Article 32(1), point (g)					
494	(g) infrastructure used for separate waste collection, waste prevention and activities in the area of circular economy.			(g) infrastructure used for separate waste collection, waste prevention and activities in the area of circular economy-;	
Article 32(1), point (h)					
494a				<b>(h) spaceports.</b>	B - See also line 489.
Article 32(2)					
495	2. An airport shall be part of the comprehensive			2. An airport shall <del>be</del> <b>In order</b> to be part of the	<b>B</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	network, where it meets at least one of the following conditions:			comprehensive network, <del>where it meets</del> <b>an airport shall meet</b> at least one of the following conditions:	
Article 32(2), point (a)					
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;	
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.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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	Article 33 Transport infrastructure requirements for the core and comprehensive network			Article 33 Transport infrastructure requirements for the core and comprehensive network	
Article 33(1)					
500	1. Member States shall ensure that:			1. Member States shall ensure that:	
Article 33(1), point (a)					
501	(a) the airports of the core network are connected with the long-distance rail network, including the			(a) the airports of the core network <b>with a total annual passenger traffic volume of more than four</b>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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;			<b>million passengers</b> are connected <del>with the long-distance rail</del> <b>to the trans-European railway</b> network, including the <del>high-speed rail network, and road transport infrastructure of the trans-European transport network</del> <b>and to corresponding urban nodes, as set out in Annex II, by railway, metro, light rail or trams,</b> by 31 December <del>2030</del> <b>2040</b> , except where specific geographic or significant physical constraints prevent such connections;	
Article 33(1), point (b)					
502	(b) the airports of the comprehensive network with a total annual passenger traffic volume of more than four million passengers are connected with the long-distance railway network, including with the high-speed rail network, and road transport			(b) the airports of the comprehensive network <del>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</del>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	infrastructure of the trans-European transport network by 31 December 2050, except where specific geographic or significant physical constraints prevent such connections;			<del>infrastructure of the trans-European transport network by 31 December 2050, except where specific geographic or significant physical constraints prevent such connections;</del>	
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 <b>in accordance with Directive (EC) No 2009/12<sup>1</sup></b> ;  1. Directive 2009/12/EC of the European Parliament and of the Council of 11 March 2009 on airport charges (OJ L 70, 14.3.2009, p. 11).	<b>B</b>
Article 33(1), point (d)					
504	(d) common basic standards for safeguarding			(d) common basic standards for safeguarding	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>civil aviation against acts of unlawful interference, as adopted by the Union in accordance with Regulation (EC) No 300/2008 of the European Parliament and of the Council<sup>1</sup>, apply to the air transport infrastructure;</p> <p><sup>1</sup>. Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002 (OJ L 97, 9.4.2008, p. 72).</p>			<p>civil aviation against acts of unlawful interference, as adopted by the Union in accordance with Regulation (EC) No 300/2008 of the European Parliament and of the Council<sup>12</sup>, apply to the air transport infrastructure;</p> <p><del><sup>1</sup>. 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).</del></p> <p><b>2. Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002 (OJ L 97, 9.4.2008, p. 72).</b></p>	
Article 33(1), point (e)					
505	<p>(e) infrastructure for air traffic management is such as to permit the implementation of the Single European Sky, in accordance with Regulation</p>			<p>(e) infrastructure for air traffic management is such as to permit the implementation of the Single European Sky, in accordance with Regulation</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(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;			(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 infrastructure];			(f) alternative fuels infrastructure is deployed in airports in full compliance with the requirements as defined in <b>accordance with</b> Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	A
Article 33(1), point (g)					
507	(g) air transport infrastructure provides for pre-conditioned air supply to stationary aircraft.		(g) air transport infrastructure <b>with a total annual passenger traffic volume of more than four million passengers</b>	(g) <del>air transport infrastructure provides the</del> <b>airports of the core and comprehensive network with a total annual</b>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			provides for pre-conditioned air supply to stationary aircraft.	<b>passenger traffic volume of more than four million passengers provide infrastructure</b> for pre-conditioned air supply to stationary aircraft <b>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.</b>	
Article 33(2), first subparagraph					
508	2. At the request of a Member State, the Commission may, in duly justified cases, grant exemptions by means of implementing acts in respect of the requirements set out in paragraph 1, points (a), (b), (c) and (g). Any request for exemption shall be based on a socio-economic cost-benefit analysis or related to the		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 <del>(a), (b), (c)</del> <b>(b)</b> and (g). Any request for exemption shall be based on a socio-economic cost-benefit analysis or related	2. <del>At the</del> <b>Upon</b> request of a Member State, the Commission <del>may</del> <b>shall</b> , in duly justified cases, grant exemptions by means of implementing acts in respect of the requirements set out in paragraph 1, points (a), <del>(b), (c)</del> and <del>(g)</del> . <del>Any request for exemption shall be based on a</del> <b>and (g) on the ground of specific geographical or</b>	<b>C</b>

	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.		to the specific geographic or significant physical constraints, including the non-existence of a railway system on the territory.	<b>significant physical constraints, including the non-existence of a railway system on the territory or negative result of socio-economic cost-benefit analysis or related to the specific geographic or significant physical constraints, including the non-existence of a railway system on the territory potential negative impacts on environment or biodiversity. Any such request shall be substantiated with sufficient justification. Member State may request the granting of several exemptions in a single request.</b>	
Article 33(2), second subparagraph					
508a				<b>The Commission shall assess the request in view of the justification provided under the first subparagraph.</b>	<b>C</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 33(2), third subparagraph					
508b				<p>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.</p>	C
Article 33(2), fourth subparagraph					
508c				<p>The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has been provided by the Member</p>	C

	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 33(2), fifth subparagraph					
508d				The Commission shall inform other Member States of the exemptions granted pursuant to this Article.	C
Article 34					
509	Article 34 Additional priorities for air transport infrastructure development			Article 34 Additional priorities for air transport infrastructure development	
Article 34, first paragraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
510	In the promotion of projects of common interest related to air transport infrastructure, and in addition to the priorities set out in Articles 12 and 13, attention shall be given to the following:			In the promotion of projects of common interest related to air transport infrastructure, and in addition to the priorities set out in Articles 12 and 13, attention shall be given to the following:	
Article 34, first paragraph, point (a)					
511	(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; <b>including those aiming at ensuring safe and full integration of new air vehicles, manned and unmanned.</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 34, first paragraph, point (c)					
513	(c) improvement of digitalisation and automation processes, in particular in view of an increased safety and security;			(c) improvement of digitalisation and automation processes, in 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		(e) improving sustainability and mitigating climate, environmental and noise impacts, in particular by introducing new technologies and innovation, alternative	(e) improving sustainability and mitigating climate, environmental and noise impacts, in particular by introducing new technologies and innovation, alternative	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	fuels, zero- and low emission aircraft and zero and low carbon infrastructure.		fuels, zero- and low emission aircraft and zero and low carbon infrastructure <i>in accordance with Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] and Regulation (EU) [...] [on ensuring a level playing field for sustainable air transport]</i> .	fuels, zero- and low emission aircraft and zero and low carbon infrastructure.	
Article 34, first paragraph, point (f)					
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.	C
Article 34, first paragraph, point (g)					
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					
516	SECTION 6 Infrastructure for multimodal freight terminals			SECTION 6 Infrastructure for multimodal freight terminals	
Article 35					
517	Article 35 Identification of the multimodal freight terminals			Article 35 Identification of the multimodal freight terminals	
Article 35(1)					
518	1. The multimodal freight terminals of the trans-European transport network			1. The multimodal freight terminals of the trans-European transport network	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	are terminals that are:			are terminals that are <b>open to all operators and users in a non-discriminatory way</b> 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 <b>or adjacent to</b> 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 <b>or adjacent to</b> 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 <b>airports of the trans-European transport network, as listed in Annex II; or</b>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 35(1), point (c)					
521	(c) located within or in the vicinity of an urban node;			<del>(c) located within or in the vicinity of an urban node;</del>	
Article 35(1), point (d)					
522	(d) classified as rail road terminals of the trans-European transport network, as listed in Annex II.			(d) classified as rail road terminals <b>or terminals along the inland waterways</b> of the trans-European transport network, as listed in Annex II.	<b>B</b>
Article 35(2)					
523	2. Member States shall ensure that there is sufficient multimodal freight terminal capacity serving the trans-European transport network, meeting current and future traffic flows, in particular flows serving urban nodes, industrial centres, ports and logistics hubs.			2. Member States shall <b>make all possible efforts to</b> ensure that there is sufficient multimodal freight terminal capacity serving the trans-European transport network, <del>meeting</del> <b>taking into account</b> current and future traffic flows, in particular flows serving urban nodes, industrial centres, ports and logistics hubs.	<b>C</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 35(3), first subparagraph					
524	3. Within two years after the entry into force of this Regulation, Member States shall conduct a market and prospective analysis on multimodal freight terminals on their territory. This analysis shall at least:		3. <del>Within two years</del> <b>By .../ one year</b> 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 <del>two</del> <b>three</b> 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:	<b>C</b>
Article 35(3), first subparagraph, point (a)					
525	(a) examine the current and the future traffic flows of freight, including traffic flows of freight transported by road;		(a) examine the current and the future traffic flows of freight, including traffic flows of freight transported by road, <b>rail, air and water</b> ;	(a) examine the current and the future traffic flows of freight, including traffic flows of freight transported by road;	
Article 35(3), first subparagraph, point (b)					
526	(b) identify the existing multimodal freight terminals of the trans-European transport network on their territory, and assess the need for new			(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.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 35(3), third subparagraph					
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.	<del>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</del> In case the analysis under paragraph 3, Member States shall elaborate an action plan for the development of a multimodal freight terminal network <b>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</b>	C

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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 <b>to be added in Annexes I and II</b> by the Member State in accordance with paragraph 4.	<b>B</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;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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)					
540	(e) infrastructure related to facilities for alternative fuels.			(e) infrastructure <del>related to facilities</del> for alternative fuels.	A
Article 37					
541	Article 37 Transport infrastructure requirements			Article 37 Transport infrastructure requirements	
Article 37(1)					
542	1. Member States shall ensure in a fair and non-discriminatory manner that multimodal freight terminals referred to in Article 35(1):			1. Member States shall <b>make all possible efforts to</b> ensure in a fair and non-discriminatory manner that <b>all</b> multimodal freight terminals, <b>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</b>	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)					
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, <del>unless not justified in socio-economic cost-benefit terms;</del>	(a) are connected to <del>theat</del> <b>least two</b> modes of transport which are available in the area, <del>where feasible, unless not justified in socio-economic cost-benefit terms;</del>	<b>B</b>
Article 37(1), point (b)					
544	(b) are equipped with at least one recharging station as defined in Article 2, point (43), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] dedicated to serve heavy-duty vehicles, by 31 December 2030;		(b) are equipped with at least one recharging <del>station</del> <b>and refuelling stations</b> as defined in <del>Article 2, point (43), of</del> Regulation (EU) [...] [on the deployment of alternative fuels infrastructure], <b>used for hydrogen</b> , dedicated to serve heavy-duty vehicles, by 31 December 2030;	(b) are equipped <b>inside the terminal or within the 3 km distance from the terminal</b> 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>C</b>

	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 <del>ensure</del> <b>facilitate</b> 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, <b>where relevant</b> , 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 terminal.		(ii) the provision of <b>interoperable</b> information flows within a terminal and between the transport modes along the logistic chain and the terminal.	(ii) the provision of information flows within a terminal and between the transport modes along the logistic chain and the terminal <b>able to exchange information with open and interoperable</b>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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, <i>have enough transshipment capacity and</i> 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 <b>make all possible efforts to</b> ensure in a fair and non-discriminatory manner that, <b>by 31 December 2030, those</b> multimodal freight terminals referred to in Article 35(1) <del>and 37(1)</del> which are connected to the rail network, <del>by 31 December 2030 and which</del> <b>carry out vertical transshipment</b> , are able to handle <del>all the following</del> types of <b>craneable</b> intermodal loading units: <b>container, swap body or semi-trailer suitable for intermodal transport</b> <del>if they are classified as intermodal terminals and if they carry out vertical transshipment.</del>	<b>C</b>
Article 37(3), first subparagraph					
549	3. Member States shall			3. Member States shall	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.			<b>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, 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.</b>	C
Article 37(3), second subparagraph					
549a				<b>This paragraph shall not apply to multimodal freight terminals which</b>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				are only connected to isolated rail networks.	
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), first subparagraph					
551	5. At the request of a Member State, in duly justified cases, exemptions from the obligations under paragraphs 1 to 4 may be granted by the Commission by means of implementing acts where investment in infrastructure cannot be justified in socio-economic cost-benefit terms, in particular when the		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 justified in socio-economic cost-benefit terms, in particular when the	5. <del>At the</del> Upon request of a Member State, in duly justified cases, exemptions from the <del>obligations</del> provisions under paragraphs 1 to 4 <del>may</del> 3 shall be granted by the Commission by means of implementing acts <del>where investment in infrastructure cannot be justified in socio-economic cost-benefit</del>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	terminal is located in a spatially restricted area.		terminal is located in a spatially restricted area.	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.	
Article 37(5), second subparagraph					
551a				The Commission shall assess the request in view of the justification provided under the first subparagraph.	C
Article 37(5), third subparagraph					
551b				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 37(5), fourth subparagraph					
551c				The Commission shall take a decision on the requested exemption no later than 6 months following the receipt of the request pursuant to in the first subparagraph or, in case further information has 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 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					
553	In the promotion of projects of common interest related			In the promotion of projects of common interest related	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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:			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 across the trans-European transport system;			(c) developing a smooth flow of information enabling transport services across the trans-European transport system;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 <del>private sidings</del> <b>sidings and multimodal freight terminals</b> on the trans-European transport network allow for the handling of 740 m <b>long</b> trains without manipulation-;	B
Article 38, first paragraph, point (f)					
558a				(f) extension and electrification of departure and arrival sidings, adjustments to signalling systems and improvements to the track configuration;	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 38, first paragraph, point (eb)					
558b			<i>(ea) enabling the digital enforcement of the relevant Union law;</i>		B
Article 38, first paragraph, point (g)					
558c				<b>(g) promoting, where appropriate, that sidings are migrated to European nominal standard track gauge.</b>	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>		B
SECTION 7					
559	SECTION 7 Urban nodes			SECTION 7 Urban nodes	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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, <del>and that increases the performance of the trans-European transport network;</del>	<b>B</b>
Article 39(1), point (b)					
563	(b) access points to the trans-European transport network, notably multimodal railway stations, multimodal freight			(b) access points to the trans-European transport network, notably <del>multimodal</del> -railway stations <b>and bus terminals,</b>	<b>B</b>

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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:			<b>1.</b> 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)					
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 <del>logistics platforms</del> <b>multimodal freight terminals</b> and for public transport in full compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative	(a) <b>the</b> availability of alternative fuels recharging and refuelling infrastructure, <del>including in logistics platforms and for public transport in full compliance with the requirements of in</del> <b>accordance to</b> Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			fuels infrastructure];		
Article 40, first paragraph, point (b)					
569	(b) by 31 December 2025:			(b) by 31 December 20252027:	C
Article 40, first paragraph, point (b)(i)					
570	(i) adoption of a sustainable urban mobility plan (SUMP) in line with Annex V that includes notably measures to integrate the different modes of transport, to promote efficient zero-emission mobility including sustainable and zero-emission urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;		(i) adoption of a <b>publicly accessible of a</b> sustainable urban mobility plan (SUMP) in line with Annex V that includes notably measures to integrate the different modes of transport, to <b>evaluate their affordability and accessibility for users to address mobility poverty, to</b> promote efficient <del>zero-emission</del> <b>zero- and low-emission</b> mobility including <del>sustainable and zero-emission</del> <b>active modes and public transport, as well as zero- and low-emission</b> urban logistics, to reduce air and noise pollution and that takes	(i) <del>the adoption of a sustainable urban mobility plan (SUMP) in line with Annex V and monitoring of a SUMP for each urban node</del> that includes <del>notably</del> <b>inter alia</b> measures to integrate the different modes of transport <b>and shift towards sustainable mobility</b> , to promote efficient <del>zero-emission</del> mobility including sustainable and <del>zero-emission</del> <b>zero and low-emission</b> mobility including urban logistics, to reduce air and noise pollution <del>and that takes long-distance trans-European transport flows</del>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			long-distance trans-European transport flows into consideration;	into consideration;	
Article 40, first paragraph, point (b)(ii)					
571	(ii) collection and submission to the Commission of urban mobility data per urban node covering at minimum greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility service, as well as data on air and noise pollution. Thereafter these data shall be submitted every year;		(ii) collection and submission to the Commission of urban mobility data per urban node covering at minimum greenhouse gas emissions, congestion, accidents and injuries, modal share and <del>access to</del> <b>accessibility and affordability of public and private</b> mobility service, <b>including for vulnerable road users and for people with reduced mobility</b> , as well as data on air and noise pollution. <b>Where possible, the data collected should be disaggregated on age, gender and disability.</b> Thereafter these data shall be submitted every year;	(ii) <del>the</del> collection and submission to the Commission of urban mobility data per urban node covering at minimum greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility service, as well as data on air and noise pollution. Thereafter these data shall be submitted every year <b>indicators, as defined in paragraph 2 of this Article, for each urban node;</b>	<b>C</b>
Article 40, first paragraph, point (b)(iia)					
571a					



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>(iia) the adoption of concrete measures fostering the wider deployment of information and communications technology (ICT) tools and intelligent transport systems (ITS), with open access to all operators, to allow optimised itineraries for vehicles with a view to improving the management of traffic flows, reducing congestion, air pollution and improving road safety, as well as real-time information on availability of alternative fuels infrastructure.</i></p>		c
Article 40, first paragraph, point (b)(iib)					
571b			<p><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></p>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 40, first paragraph, point (c)					
572	(c) by 31 December 2030:			(c) by 31 December 2030, <b>the development of multimodal passenger hubs to facilitate first and last mile connections which are equipped with at least one recharging station as defined in Article 2, point (43), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] dedicated to serve buses and coaches;</b>	<b>C</b>
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, <b>including public transport and, where possible, EuroVelo infrastructures,</b> and, as appropriate, inland waterway and maritime	(i) <del>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;</del>	<b>C</b>

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>areas;</i>		
Article 40, first paragraph, point (c)(iv)					
576	(iv) the development of multimodal passenger hubs to facilitate first and last mile connections which are equipped with at least one recharging station as defined in Article 2, point (43), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] 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 <b>and refuelling</b> station as defined in Article 2, <del>point (43)</del> , of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure], <b>used for hydrogen</b> , dedicated to serve heavy-duty vehicles;	(iv) the development of <del>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;</del>	<b>C</b>
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 <b>to meet urban logistics needs and ensure last mile connections</b> within or in the vicinity of the urban node, <b>with the possibility for one terminal</b>	(d) by 31 December 2040, the development, <b>where economically viable</b> , of at least one multimodal freight terminal, <b>if such a terminal does not already exist</b> , allowing for sufficient transshipment capacity within or in the vicinity of the urban node.	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>to serve more than one urban node, if capacity allows.</i>		
Article 40, first paragraph, point (d), second subparagraph					
577a				<b>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.</b>	<b>C</b>
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>		<b>C</b>
Article 40, first paragraph, point (dc)					
577c				<b>1a. When adopting and monitoring the SUMPs,</b>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				local authorities, in cooperation with national authorities where relevant, shall make all possible efforts to ensure that SUMPs are in line with the guidelines in Annex V while also taking into consideration long distance trans-European transport flows.	C
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</i>	<b>2.</b> The Commission shall adopt, no later than one year after the entry into force of this Regulation an implementing act <del>establishing a methodology for the data to be collected by the Member States referred to under point (ii) of paragraph (b)</del> <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</b>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>existing local and regional urban mobility plans, shall be taken into consideration.</i> That implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3).</p>	<p>individual deadlines for submitting each indicator. Those deadlines shall be set from 3 to 5 years. When setting up the detailed set of indicators, the availability and accessibility of data at regional and local level shall be taken into consideration. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3).</p>	
Article 40, third paragraph					
578a				<p><b>3. The Commission shall also establish, no later than one year after the entry into force of this Regulation, an internet interface allowing the relevant authorities to submit the SUMPs and the indicators referred to in paragraph 1(b), and allowing the Member States to ensure that the SUMPs and the indicators</b></p>	<p><b>C</b></p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				have been submitted.	
Article 40, second paragraph b					
578b			<p><i>By ... [one year after the entry into force of this Regulation], the Member States shall designate a national SUMP contact point and shall establish a national SUMP programme with the aim of supporting the urban nodes to adopt and implement the SUMP's which are referred to in point (b), sub-point (i). The national SUMP contact point and the national SUMP programme shall in particular provide technical assistance and expert support for the preparation and implementation of SUMP's. It shall, in collaboration with the Commission, regularly monitor the proper implementation of SUMP's, progress towards sectoral policy objectives,</i></p>		c



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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 acts with harmonised safety standards for cycling and pedestrian transport infrastructure.</i>		c
Article 41					
579	Article 41 Additional priorities for urban nodes			Article 41 Additional priorities for urban nodes	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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, <del>attention shall be given to the following</del> <b>urban nodes shall ensure:</b>	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 infrastructure for regional and local transport;			(a) <del>seamless interconnection</del> <b>first and last mile connections</b> between <del>and to the access points to the infrastructure of the trans-European transport network and the infrastructure for regional and local transport</del> <b>referred to in Article 39(1)(b), in order to increase the performance of the trans-European transport network, such as metros or tramways;</b>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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, <i>which may include bypasses in particular in the most affected areas, including integration of infrastructure for active modes within newly built or upgraded rail and road infrastructure, including bridges;</i>	(b) <del>mitigation</del> <b>seamless interconnection between the infrastructure</b> of the <del>exposure of trans-European transport network and the infrastructure for regional and local sustainable transport. It may include, for passengers, the ability to access information, book, pay their journeys and retrieve their tickets through multimodal digital mobility services, and for freight, urban areas to negative effects of transiting rail and road transport, which may include bypasses</del> <b>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>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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;	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		(c) promotion of efficient and low-noise <del>zero</del>	(c) <del>promotion of efficient and low-noise zero</del>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	emission transport and mobility, including greening urban fleets;		<del>emission</del> <b>zero-emission or sustainable</b> transport and mobility, including greening urban fleets;	emission transport and mobility, including greening urban fleets <b>mitigation of the exposure of urban areas to negative effects of transiting rail and road transport;</b>	
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, <b>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;</b>	(d) <del>increase of the modal share of public transport and of active modes</del> <b>promotion of efficient and low-noise zero emission</b> transport and of active modes <b>mobility, including greening urban fleets for passengers and freight;</b>	<b>B</b>
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			(e) <del>digital exchange of transport and traffic information between urban and non-urban traffic management centres and with entities providing information services, in line</del>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	with ISO/CEN standards.			with ISO/CEN standards. <b>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;</b>	
Article 41, first paragraph, point (f)					
585a				<b>(f) promotion of efficient low-noise and low-carbon urban freight delivery.</b>	<b>B</b>
Article 41, first paragraph, point (eb)					
585b			<i>(ea) increase of accessibility and connectivity between urban and rural areas and unhindered access to smart, sustainable and affordable transport;</i>		<b>B</b>
Article 41, first paragraph, point (ec)					
585c			<i>(eb) increase, where relevant, metro/light rail connections between</i>		<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>bottleneck sections between two cross-border urban nodes.</i>		
CHAPTER IV					
586	CHAPTER IV PROVISIONS FOR SMART AND RESILIENT TRANSPORT			CHAPTER IV PROVISIONS FOR SMART AND RESILIENT TRANSPORT	
Article 42					
587	Article 42 ICT systems for transport			Article 42 ICT systems for transport	
Article 42(1)					
588	1. ICT systems for transport shall be such as to enable capacity and traffic management and the exchange of information within and between transport modes for multimodal transport operations and value-added transport-related services, improvements in resilience, safety, security, congestion			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	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	and operational and environmental performance, and simplified administrative procedures. ICT systems for transport shall also facilitate seamless connection between infrastructure and mobile assets.			and operational and environmental performance, and simplified administrative procedures. ICT systems for transport shall also facilitate seamless connection between infrastructure and mobile assets.	
Article 42(2)					
589	2. ICT systems for transport shall be deployed across the Union, in order to ensure the presence of a set of interoperable basic capabilities in all Member States.			2. <b>The following</b> ICT systems for transport shall be deployed <b>in accordance with and within the limits of specific provisions laid down in Union law</b> , across the Union, in order to ensure the presence of a set of interoperable basic capabilities in all Member States-:	<b>B</b>
Article 42(3)					
590	3. The ICT systems for transport referred to in this Article shall include:			3. <del>The ICT systems for transport referred to in this Article shall include:</del> <b>Incorporated into</b>	<b>B</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				paragraph 2 above.	
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, <del>and other digitalisation improvements</del> , in particular outputs from Shift2Rail and Europe's Rail Joint Undertaking;	B
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 <b>and its interfaces with other modes of transport: ITS</b> ; ÷ ITS;	B
Article 42(3), point (d)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
594	(d) for maritime transport: for vessel traffic management VT-MIS services and for information exchange the European Maritime Single Window environment (EMSWe);			(d) for maritime transport: for vessel traffic management VT-MIS services and for information exchange the European Maritime Single Window environment (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.		<del>(f) for multimodal transport: eFTI, the EU Mobility Data Space and frameworks facilitating business to business data exchange for supply chain transparency and optimisation.</del>	(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>B</b>
Article 42(3), point (fa)					
596a					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>(fa) for SEDEA: all infrastructure upgrades necessary to enable real-time data exchange between commercial vehicles and enforcement authorities.</i>		C
Article 43					
597	Article 43 Sustainable freight transport services			Article 43 Sustainable freight transport services	
Article 43(1)					
598	1. Member States shall promote projects of common interest which both provide efficient freight transport services that use the infrastructure of the trans-European transport network and contribute to reducing carbon dioxide emissions and other negative environmental impacts, and which aim to:		1. Member States shall promote projects of common interest which both provide efficient freight transport services that use the infrastructure of the trans-European transport network and contribute to reducing <del>carbon dioxide</del> <b>greenhouse gas</b> 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 <del>carbon dioxide</del> <b>GHG</b> emissions and other negative environmental <b>and socio-economic</b> impacts, and which aim to:	B

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
601	(c) facilitate multimodal transport service 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;			(c) facilitate multimodal transport service 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; <b>or</b>	A
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		(e) improve links to the most vulnerable and isolated parts of the Union, in particular the outermost regions, and other remote, insular, peripheral and	(e) improve links to the most vulnerable and isolated parts of the Union, in particular the outermost regions, and other remote, insular, peripheral and	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	mountainous regions as well as sparsely populated areas.		mountainous regions as well as sparsely populated areas, <i>in order to facilitate regular and frequent services.</i>	mountainous regions as well as sparsely populated areas <b>promoting regular and frequent services.</b>	
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. <del>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.</del>	<b>B</b>
Article 44					
605	Article 44 New technologies and innovation			Article 44 New technologies and innovation	
Article 44, first paragraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
606	In order for the trans-European transport network to keep up with innovative technological developments and deployments, Member States shall aim in particular to:			In order for the trans-European transport network to keep up with innovative technological developments and deployments, <del>Member States</del> <b>the aim</b> shall <del>aim</del> be in particular to:	<b>A</b>
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, <b><i>locomotives</i></b> and aircraft <b><i>powered by alternative and renewable fuels</i></b> and other innovative and sustainable transport and network technologies <del>such as hyperloop</del> ;	(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 <del>such as hyperloop</del> <b>in harmonised and coordinated way</b> ;	<b>B</b>
Article 44, first paragraph, point (aa)					
607a			<b><i>(aa) create appropriate conditions to promote and deploy sustainable emerging technologies like automated train</i></b>		<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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>		
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, as well as other new solutions such as sustainable fuels, and provide corresponding infrastructure. Such infrastructure may include		(b) make possible the decarbonisation of all transport modes by stimulating energy efficiency, introduce zero- <del>and low-emission</del> and low emission solutions, including hydrogen, <b>biofuels</b> and electricity supply systems, as well as other new solutions such as sustainable fuels, and provide corresponding infrastructure. Such	(b) <del>make possible</del> <b>enhance</b> the decarbonisation of all transport modes by stimulating energy efficiency, introduce zero and low emission solutions, including hydrogen and electricity supply systems, as well as other new solutions such as sustainable fuels, and provide corresponding infrastructure, <b>where possible through</b>	<b>B</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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;		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>	<b>synergies with the TEN-E.</b> 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; <b>in order to connect local production of clean energy with zero emission mobility applications.</b> Transport infrastructure may also contribute to the deployment of other technologies accelerating the decarbonisation of the economy.	
Article 44, first paragraph, point (c)					
609	(c) support the take-up and deployment of new digital technologies, in particular promote connectivity infrastructure with		(c) support the take-up and deployment of new digital technologies, in particular promote connectivity infrastructure with	(c) support the take-up and deployment of new digital technologies, in particular promote <b>data exchange and</b> connectivity	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	uninterrupted coverage across the European Transport Corridors to ensure the highest level and performance of digital infrastructure and reach higher levels of automation;		uninterrupted coverage across the European Transport Corridors to ensure the highest level and performance of digital infrastructure and reach higher levels of automation <b>particularly in the rail sector</b> ;	infrastructure with uninterrupted coverage across the <del>European Transport Corridors</del> <b>network</b> to ensure the highest level and performance of digital infrastructure and reach higher levels of automation;	
Article 44, first paragraph, point (d)					
610	(d) improve the safety and sustainability of the movement of persons and of the transport of goods;			(d) improve the safety and sustainability of the movement of persons and of the transport of goods;	
Article 44, first paragraph, point (e)					
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,		(e) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through the development of multimodal digital mobility services, <b>the development of "Mobility as a Service" solutions, including in</b>	(e) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through the development of multimodal digital mobility services <del>and the development of infrastructure that allows for seamless multimodality,</del>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	such as high-speed rail and city train/tram connection at airports;		<i>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, <b>night trains</b> , and city train/tram connection at airports;	<del>such as high-speed rail and city train/tram connection at airports;</del>	
Article 44, first paragraph, point (f)					
612	(f) promote efficient ways to provide accessible and comprehensible information to all users and providers of transport services regarding interconnections, interoperability and multimodality;			(f) promote efficient ways to provide accessible and comprehensible information to all users and providers of transport services regarding interconnections, interoperability and multimodality <b>and regarding the environmental impacts of their transport choices;</b>	<b>B</b>
Article 44, first paragraph, point (g)					
613	(g) promote efficient ways to provide accessible and		(g) promote efficient ways to provide accessible and	<del>(g) promote efficient ways to provide accessible and</del>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	comprehensive information to all users and providers of transport services regarding the environmental impacts of their transport choices;		comprehensive information to all users and providers of transport services regarding the environmental impacts of their transport choices, <i>based on a full life cycle approach established under a common methodology as set out in Article 8 of this Regulation;</i>	<del>comprehensive information to all users and providers of transport services regarding the environmental impacts of their transport choices;</del>	B
Article 44, first paragraph, point (h)					
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 <i>and internalise</i> external costs, such as congestion, damage to health and pollution of any kind including noise and emissions;	(h) promote measures to reduce <del>external costs</del> <b>negative externalities</b> , such as congestion, damage to health and pollution of any kind including noise and emissions;	B
Article 44, first paragraph, point (i)					
615	(i) introduce security technology and compatible identification standards on the networks;			(i) introduce security technology <del>and compatible identification standards on the networks;</del>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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, <b>as well as</b> <del>and</del> digital, cyber secure solutions aimed at the protection of the network in the context of natural and human-made disasters;	A
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-, <b>with a particular focus on rail;</b>	(k) further advance the development and deployment of ICT systems and new technologies for transport within and between modes of transport.	B
Article 44, first paragraph, point (ka)					
617a			<b>(ka) coordinate, where relevant, the implementation of the</b>		B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>innovative technological developments and deployments included in paragraph 1 with neighbouring countries, particularly in cross-border sections.</i>		
Article 45					
618	Article 45 Safe and secure infrastructure			Article 45 Safe and secure infrastructure	B
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>	<del>Member States shall ensure that transport infrastructure provides for safe and secure passenger and freight movements.</del>	B
Article 46					
620	Article 46 Resilience of infrastructure			Article 46 Resilience of infrastructure	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
					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 transport system. When implementing projects of common interest, Member States shall take into consideration:		1. When planning infrastructure, Member States shall <del>improve</del> <b>ensure the highest level of</b> the security and the resilience of the transport infrastructure to climate change, natural hazards, <b>geopolitical changes</b> , human-made disasters, as well as intentional disruptions, <b>including by natural persons or undertakings from third countries</b> , affecting the functioning of the Union transport system. When implementing projects of common interest, Member States shall take into consideration:	1. <b>Member States shall make all possible efforts to ensure that when projects of common interest are planned and implemented</b> <del>When planning infrastructure, Member States shall improve the security and the resilience of the transport infrastructure to climate change, natural hazards, human-made disasters, accidents and operational interruptions as well as intentional disruptions affecting the functioning of the Union transport system.</del> <del>When implementing projects of common interest, Member States are taken into account. In particular, due consideration shall take into consideration</del> <b>be given to:</b>	c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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;	
Article 46(1), point (c)					
624	(c) structural infrastructure quality during its whole lifecycle, with particular attention to the future projected climate conditions;		(c) structural infrastructure quality during its whole lifecycle, with particular attention to the future projected climate <i>and environmental</i> conditions;	(c) structural infrastructure quality during its whole lifecycle, with particular attention to the future projected climate conditions;	B
Article 46(1), point (d)					
625	(d) civil protection needs to react to disruptions;		(d) civil protection needs to react to disruptions, <i>as well as for the transport of</i>	(d) civil protection needs to react to disruptions;	B



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>dangerous goods;</i>		
Article 46(1), point (e)					
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 <b><i>the participation or contribution by natural persons or undertaking from third countries in strategic and</i></b> cross-border infrastructure.	(e) cyber-security and resilience of infrastructure, with particular attention to cross-border infrastructure.	C
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		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	2. Projects of common interest for which an environmental impact assessment must be carried out in compliance with Directive <del>2011/92/UE</del> <b>2011/92/EU</b> shall be subject to climate proofing. The climate proofing shall be undertaken <del>based on</del> <b>into account</b> the latest available best practice and guidance to ensure that transport infrastructures are	C

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

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 47					
628	Article 47 Risks to security or public order		Article 47 Risks to security <del>or</del> , public order <b>and strategic autonomy of the Union</b>	Article 47 Risks to security or public order	C
Article 47(1)					
629	1. Member States shall notify the Commission of any project of common interest in their territory with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country with a view to allow assessment of its impact on security or public order in the Union. This obligation shall not apply to foreign direct investments notified to the Commission and other Member States pursuant to Article 6(1) of Regulation (EU) 2019/452.		1. Member States shall notify the Commission of any project of common interest in their territory with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country with a view to allow assessment of its impact on security or public order in the Union <b>and ensure fair competition in public procurement.</b> 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 <del>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</del> <b>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</b>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 47(2), first subparagraph					
630	2. Member States shall ensure that the information notified pursuant to paragraph 1 is made available at least twelve months before the final decision on the implementation of the project of common interest. The information shall in particular include:			2. <b>Without prejudice to Regulation (EU) 2019/452, to each Member States shall ensure that the information notified pursuant to paragraph 1 is made available at least twelve months before the final decision on the implementation of the project of common interest. The information State having sole responsibility for its national security, as provided for in Article 4(2) TEU and to the right of each Member State to protect its essential security interests in accordance with Article</b>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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 security or public order, the Member State shall in particular include: inform the Commisison of any appropriate measures adopted to mitigate such risk.	
Article 47(2), first subparagraph, point (a)					
631	(a) the ownership structure of the undertaking of a third country and where applicable of the undertaking in which the participation or contribution is planned, including information on the ultimate beneficial owner and participation in			(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	C

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 47(2), first subparagraph, point (d)					
634	(d) the Member States in which the natural person of a third country or an undertaking of a third country and where 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			(f) the date when the participation is planned to take effect or the contribution is planned to	C



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	be completed.			be completed.	
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 <del>endeavour to</del> provide any information, <del>if available</del> , relevant for the assessment undertaken by the Commission pursuant to points (a), (b) and (c) of the second subparagraph of paragraph 5.	<del>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.</del>	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</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			likely to affect its security or public order, or has information relevant for such screening, it may provide comments to the Member State undertaking that screening. The Member State providing comments shall simultaneously also send them to the Commission. The Commission shall notify the other Member States that comments have been provided.		
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			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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	carry out the assessment pursuant to paragraph 5, proportionate to the purpose of the request and not unduly burdensome for the Member State where the project of common interest is planned.			<del>carry out the assessment pursuant to paragraph 5, proportionate to the purpose of the request and not unduly burdensome for the Member State where the project of common interest is planned.</del>	
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 <del>without undue delay</del> <i>no later than three months after the request.</i>	<del>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.</del>	C
Article 47(3), third subparagraph					
640	The Member State where the project of common interest is planned may request the natural person of a third country or an undertaking of a third country to provide the		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	<del>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</del>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.		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 <del>without undue delay</del> <b>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.</b>	<del>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.</del>	
Article 47(4), first subparagraph					
641	4. Where the Commission considers that the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on the trans-European transport network on grounds of security or public order, or has		4. Where the Commission considers that the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on the trans-European transport network on grounds of <b>standardisation</b> , security or	<del>4. Where the Commission considers that the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on the trans-European transport network on grounds of security or public order, or has</del>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.		public order, or has relevant information in relation to that participation or contribution, or the project of common interest concerned, it <del>may</del> <b>shall</b> issue <del>an opinion</del> <b>a decision</b> addressed to the Member State where the project of common interest is planned.	<del>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.</del>	
Article 47(4), second subparagraph					
642	Critical infrastructure thereby means an asset, system or part thereof used for transport purposes and located in Member States which is essential for the maintenance of vital societal functions, health, safety, security, economic or social well-being of people, and the disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions.		Critical infrastructure thereby means an asset, system or part thereof used for transport purposes and located in Member States which is essential for the maintenance of vital societal functions, health, safety, security, <b>defence</b> , 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.	<del>Critical infrastructure thereby means an asset, system or part thereof used for transport purposes and located in Member States which is essential for the maintenance of vital societal functions, health, safety, security, economic or social well-being of people, and the disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions.</del>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 <b>standardisation</b> , security or public order, the Commission <del>may</del> <b>shall</b> 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 for the use of such infrastructure;			(a) <del>critical infrastructure and facilities critical for the operation of such infrastructure, as well as land and real estate crucial for the use of such infrastructure;</del>	C
Article 47(5), first subparagraph, point (b)					
645	(b) technologies and dual use items as defined in			(b) <del>technologies and dual use items as defined in</del>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>point 1 of Article 2 of Regulation (EU) 2021/821<sup>1</sup> essential for the functioning of critical infrastructure;</p> <p>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).</p>			<p>point 1 of Article 2 of Regulation (EU) 2021/821<sup>1</sup> essential for the functioning of critical infrastructure;</p> <p>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).</p>	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 information, including personal data, or the ability to control such information in conjunction with the building, operation and maintenance of critical infrastructure.			(d) access to sensitive information, including personal data, or the ability to control such information in conjunction with the building, operation and maintenance of critical infrastructure.	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 <del>may</del> <b>shall</b> also take into account, in particular:	<del>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:</del>	<b>C</b>
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;			<del>(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;</del>	<b>C</b>
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			<del>(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</del>	<b>C</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Member State; or			Member State; or	
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 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		6. The Commission <del>may provide an opinion</del> <b>shall issue a decision</b> pursuant to paragraph 4 no later than three months following the receipt of information pursuant to paragraph 3. The <del>opinion</del> <b>decision</b> of the Commission shall be addressed to the Member State where the project of common interest is planned and it shall be sent to the other Member States. In case the participation of or contribution of any kind by a natural person of a third country or an undertaking	6. The Commission may provide an opinion pursuant to paragraph 4 no later than three months following the receipt of information pursuant to paragraph 3. The opinion of the Commission shall be addressed to the Member State where the project of common interest is planned and it shall be sent to the other Member States. In case the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is a	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.		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 <del>opinion</del> <i>decision</i> , where justified, pursuant to Article 8 of Regulation (EU) 2019/452.	<del>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.</del>	
Article 47(7)					
653	7. The Member State in which the project of common interest is planned to be implemented by, or with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country shall take utmost account of the Commission's opinion and provide an explanation to the Commission if its opinion is not followed, no		7. The Member State in which the project of common interest is planned to be implemented by, or with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country shall take utmost account of the Commission's <del>opinion and provide an explanation to the Commission if its opinion is not followed, no</del>	7. <del>The Member State in which the project of common interest is planned to be implemented by, or with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country shall take utmost account of the Commission's opinion and provide an explanation to the Commission if its opinion is not followed, no</del>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	later than three months following the issuance of the opinion.		<i>later than three months following the issuance of the opinion decision. In case the Commission's decision states that the foreign participation or contribution is likely to affect security or public order, the Member State concerned shall prohibit the foreign participation in or contribution to the project.</i>	<del>later than three months following the issuance of the opinion.</del>	
Article 47(8)					
654	8. Each Member State and the Commission shall establish a contact point for the implementation of this Article. Member States and the Commission shall involve those contact points on all issues relating to the implementation of this Article.			<del>8. Each Member State and the Commission shall establish a contact point for the implementation of this Article. Member States and the Commission shall involve those contact points on all issues relating to the implementation of this Article.</del>	C
Article 47(9)					
655	9. A secure and encrypted system shall be provided by			9. A secure and encrypted system shall be provided by	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the Commission to support direct cooperation and exchange of information between the contact points.			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 provided or exchanged under this article is not downgraded or declassified without the prior written consent of the originator.			11. Member States and the Commission shall ensure that classified information provided or exchanged under this article is not downgraded or declassified without the prior written consent of the originator.	C
Article 47(12)					
658	12. Any processing of			12. Any processing of	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>personal data pursuant to this Article shall be carried out in accordance with Regulation (EU) 2016/679<sup>1</sup> and Regulation (EU) 2018/1725<sup>2</sup> 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.</p> <p>1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).</p> <p>2. Regulation (EU) 2018/1725 of the European Parliament and of</p>			<p><del>personal data pursuant to this Article shall be carried out in accordance with Regulation (EU) 2016/679<sup>1</sup> and Regulation (EU) 2018/1725<sup>2</sup> 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.</del></p> <p><del>1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).</del></p> <p><del>2. Regulation (EU) 2018/1725 of the European Parliament and of</del></p>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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).			<del>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).</del>	
658a			<i>Article 47a Military mobility</i>		
Article 47(12a)					
658b			<i>1. When constructing or upgrading infrastructure on the trans-European transport network, Member States shall assess the need, relevance and feasibility to go beyond the requirements set out in Chapter III, for the purpose of accommodating the weight, size or scale of military transport of troops and material.</i>		<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 47(12b)					
658c			<p><i>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 Commission shall consult the Member States.</i></p>		c
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					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
660	Member States shall ensure that:		Member States shall ensure that:	<b>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:</b>	<b>C</b>
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, <b>ensuring a forward-looking approach to maintenance work, which must be carried out to the very latest standards of</b>	(a) the infrastructure of the trans-European transport network is maintained in a way that it provides, <b>during its lifetime, a high</b> <del>the same</del> level of service and safety <del>during its lifetime</del> <b>adapted to the traffic flow, and improving its resilience, and that preventive</b>	<b>C</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>user safety throughout the network. Maintenance works that result in a limitation or non-availability of rail infrastructure are managed according to the rules set out in Commission Delegated Decision (EU) 2017/2075;</i>	<b>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;</b>	
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 <b>planning for road and where relevant, for inland waterway</b> infrastructure <del>are set up;</del>	<b>C</b>
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		(c) maintenance needs and costs over the life-time of the infrastructure are taken into account <del>in</del> <b>from</b> <i>feasibility studies and</i> the	(c) <del>maintenance needs and costs over the life time of the infrastructure are taken into account in the planning phase of construction or</del>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	upgrading;		planning phase of construction or upgrading;	upgrading;	
Article 48, first paragraph, point (d)					
664	(d) in the case of railway infrastructure, consistency is ensured between the maintenance and renewal needs related to the development of the trans-European network for transport and reflected in the indicative rail infrastructure development strategy referred to in Article 8(1) of Directive 2012/34/EU, the business plan of the infrastructure managers concerned referred to in Article 8(3) of Directive 2012/34/EU and the contractual agreement between the competent authority and the infrastructure manager referred to in Article 30 of Directive 2012/34/EU.			(d) <del>in the case of railway infrastructure, consistency is ensured between the maintenance and renewal needs</del> <b>consistency between the maintenance and renewal needs in the case of railway infrastructure</b> related to the development of the trans-European network for transport and <del>reflected in the indicative rail infrastructure development strategy referred to in Article 8(1) of Directive 2012/34/EU;</del> <b>the business plan of the infrastructure managers concerned referred to in Article 8(3) of Directive 2012/34/EU</b> and the contractual agreement <del>between the competent authority and the infrastructure manager</del> referred to in Article 30 of	<b>C</b>

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>infrastructure. The Commission shall provide Member States with recommendations on targeted measures to improve the maintenance of the network. The Commission shall also present progress reports every two years.</i>		
Article 49					
665	Article 49 Accessibility for all users			Article 49 Accessibility for all users	
Article 49, first paragraph					
666	Transport infrastructure shall allow seamless mobility and accessibility for all users, in particular people in situations of vulnerability including 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		Transport infrastructure, <i>including services connected to it</i> , shall allow seamless mobility and accessibility for all users, in particular <del>people in situations of vulnerability</del> <i>including</i> persons with disabilities or reduced mobility, <i>older persons</i> , <del>as well as</del> persons living in outermost regions and other remote, rural, insular,	<b>Trans-European</b> transport infrastructure shall allow seamless mobility and accessibility for all users, in particular <del>people in situations of vulnerability</del> <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	<b>B</b>

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
667	CHAPTER V IMPLEMENTATION OF THE INSTRUMENTS OF EUROPEAN TRANSPORT CORRIDORS AND HORIZONTAL PRIORITIES			CHAPTER V IMPLEMENTATION OF THE INSTRUMENTS OF EUROPEAN TRANSPORT CORRIDORS AND HORIZONTAL PRIORITIES	
Article 50					
668	Article 50 The instrument of European Transport Corridors and horizontal priorities			Article 50 The instrument of European Transport Corridors and horizontal priorities	B
Article 50(1)					
669	1. European Transport Corridors are an instrument 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 <del>and</del> to remove bottlenecks	1. European Transport Corridors are an instrument to facilitate the coordinated implementation of <b>the</b> parts of the <b>core and extended core of the</b> trans-European transport network and are intended, in particular, to improve cross-border <b>links,</b> <b>to complete missing</b> links and to remove bottlenecks	B

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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, <b>as well as a fully interoperable inland waterways transport system across the Union</b> ;	(c) a coordinated development of infrastructure, in particular in cross-border sections, notably in view of developing a <del>fully</del> <b>an performant</b> long-distance rail passenger network, <b>including</b> at high speed, across the Union;	<b>B</b>
Article 50(2), point (d)					
674	(d) supporting the coordinated and integrated development and deployment of innovative solutions for the digitalisation of transport.			(d) supporting the coordinated and integrated development and deployment of innovative solutions for the digitalisation <b>and interoperability</b> of transport;	<b>B</b>
Article 50(2), point (e)					



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
674a				(e) promoting the deployment of alternative fuels infrastructure.	B
Article 50(2), point (db)					
674b			(da) promoting the deployment of alternative fuels infrastructure.		B
Article 50(3)					
675	3. European Transport Corridors shall enable Member States to achieve a coordinated and synchronised approach with regard to investment in infrastructure.		3. European Transport Corridors shall enable Member States <i>and neighbouring countries</i> to achieve a coordinated and synchronised approach with regard to investment in infrastructure.	3. European Transport Corridors shall enable Member States to achieve a coordinated and synchronised approach with regard to investment in infrastructure.	B
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		4. The European Rail Traffic Management System (ERTMS) and the European Maritime Space are the horizontal priorities for the implementation of	4. The European Rail Traffic Management System (ERTMS) and the European Maritime Space are the <b>two</b> horizontal priorities for the	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.		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.	implementation of the trans-European transport network. <del>They</del> <b>The instruments set up in accordance with this Chapter</b> shall <del>ensure</del> <b>facilitate</b> the timely deployment of ERTMS <del>on the entire network</del> and the integration of maritime <del>links</del> <b>transport infrastructure and services</b> into the trans-European transport network.	
Article 51					
677	Article 51 Coordination of European Transport Corridors and horizontal priorities			Article 51 Coordination of European Transport Corridors and horizontal priorities	
Article 51(1)					
678	1. In order to facilitate the coordinated implementation of the European Transport Corridors, of ERTMS and of the European Maritime			1. In order to facilitate the coordinated implementation of the European Transport Corridors, of ERTMS and of the European Maritime	

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	corridor or horizontal priority.			corridor or horizontal priority.	
Article 51(3)					
680	3. The Commission decision designating the European Coordinator shall specify how the tasks referred to in paragraphs 5, 6 and 7 are to be performed.			3. The Commission decision designating the European Coordinator shall specify how the tasks referred to in paragraphs 5, 6 and 7 are to be performed.	
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					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	(a) support the coordinated implementation of the European Transport Corridor or horizontal priority concerned;			(a) support the coordinated implementation of the European Transport Corridor or horizontal priority concerned;	
Article 51(5), point (b)					
684	(b) draw up a work plan together with the Member States concerned and monitor its implementation in accordance with Article 53;		(b) draw up a work plan together with the Member States concerned, <b>with the involvement of the neighbouring countries concerned</b> , and monitor its implementation in accordance with Article 53;	(b) draw up a work plan together with the Member States concerned and monitor its implementation in accordance with Article 53;	
Article 51(5), point (c)					
685	(c) consult with the Corridor Forum or the consultative forum for the horizontal priorities respectively in relation to that work plan and its implementation and regularly inform the Forum on the implementation of the work plan;			(c) consult with the Corridor Forum or the consultative forum for the horizontal priorities respectively in relation to that work plan and its implementation and regularly inform the Forum on the implementation of the work plan;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 European Transport Corridor or horizontal priority on any difficulties encountered and, in particular when the development of a corridor or horizontal priority is being impeded, with a view to helping to find appropriate solutions;		(d) report, <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 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;	(d) report to the Member States, to the Commission 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		(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</i>	(e) <del>draw up</del> submit an annual status report <b>to the European Parliament, the Council, the Commission and the Member States concerned</b> on the progress achieved in implementing	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	focus on the progress made on key priorities and investments, describe the nature of problems encountered in their implementation and propose solutions.		<i>presented to the Parliament, and shall</i> focus on the progress made on key priorities and investments, describe the nature of problems encountered in their implementation and propose solutions.	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 <del>propose</del> <b>may suggest potential</b> solutions.	
Article 51(6)					
688	6. The European Coordinators of the European Transport Corridors shall:			6. <b>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,</b> the European Coordinators of the European Transport Corridors shall:	<b>B</b>
Article 51(6), point (a)					
689	(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 <b>and the Member States concerned to help to</b> identify and prioritise <del>priorities and</del> investment needs for rail freight on the rail freight lines of the European Transport Corridors;	C
Article 51(6), point (aa)					
689a			<i>(aa) facilitate contacts between the designated authorities, as set in the Smart TEN-T Directive, in the context of the permit-granting procedures for projects that concern two or more Member States;</i>		B
Article 51(6), point (ab)					
689b			<i>(ab) facilitate, where relevant, contacts and coordination between maritime and inland waterways representatives in order to increase their synergies;</i>		B



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 <b>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</b> <b>and, if appropriate, identify potential barriers, such as technical and operational ones, and make recommendations in this regard.</b>	<b>C</b>
Article 51(7)					
691	7. The European Coordinators of the European Transport Corridors shall:			7. The European Coordinators of the European Transport Corridors shall:	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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) <b>cooperate closely with the Member States concerned in order to help</b> identify <del>and prioritise</del> <b>priorities and</b> investment needs for the rail passenger lines of the European Transport Corridors;	<b>C</b>
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 Corridors, including monitoring the performance of rail passenger services.		(b) monitor administrative, operational and interoperability aspects of passenger traffic on the rail passenger lines of the European Transport Corridors, including monitoring the <i>accessibility and</i> performance of rail passenger services-, <i>identifying shortcoming and constraints with a particular focus on the cross-border dimension;</i>	(b) <del>monitor administrative, operational and interoperability aspects of passenger traffic on the rail passenger lines of the European Transport Corridors, including monitoring</del> <b>in close cooperation with infrastructure managers, monitor</b> the performance of rail passenger services.	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 51(7), point (ba)					
693a			<i>(ba) identify investment needs for the inland waterways, as well as road sections of the European Transport Corridors;</i>		C
Article 51(7), point (bb)					
693b			<i>(bb) identify dual use mobility needs;</i>		C
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</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>index.</i>		
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 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.		8. Pursuant <i>to</i> Article 14(4) of Regulation (EU) No 2021/1153, the Commission shall request the opinion of the European Coordinator when examining applications for Union funding under the Connecting Europe Facility (CEF) for European Transport Corridors or horizontal priorities in the remit of the European Coordinator's mandate, in 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	8. Pursuant Article 14(4) of Regulation (EU) No 2021/1153, the Commission shall request the <b>consultative</b> opinion of the European Coordinator when examining applications for Union funding under the Connecting Europe Facility (CEF) for European Transport Corridors or horizontal priorities in the remit of the European Coordinator's mandate, in 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.	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			co-funding are consistent with the priorities of the work plan.		
Article 51(8), first subparagraph a					
694a			<p><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></p>		c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 51(9)					
695	9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and in accordance with the requirements laid down in this Article, the Commission may at any time terminate that mandate and designate a new European Coordinator in accordance with the procedure set out in paragraph 1.		9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and in accordance with the requirements laid down in this Article, the Commission, <b><i>upon consultation with the Parliament</i></b> , may at any time terminate that mandate and designate a new European Coordinator in accordance with the procedure set out in paragraph 1.	9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and in accordance with the requirements laid down in this Article, the Commission may at any time <b>after consulting the Member States concerned</b> terminate that mandate and designate a new European Coordinator in accordance with the procedure set out in paragraph 1.	C
Article 52					
696	Article 52 Governance of European Transport Corridors and horizontal priorities			Article 52 Governance of European Transport Corridors and horizontal priorities	
Article 52(1)					
697	1. For each European Transport Corridor and			1. For each European Transport Corridor and	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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”.			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 <del>priorities</del> priority".	
Article 52(2)					
698	2. The “Corridor Forum” shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European Transport Corridor and ensure representation of the rail freight governance.		2. The "Corridor Forum" shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European Transport Corridor and ensure representation of the rail freight governance, <i>maritime ports and inland waterways representatives,</i>	2. The "Corridor Forum" shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European Transport Corridor and ensure representation of the rail freight governance.	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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>		
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, <b>and after consulting the neighbouring countries concerned</b> , 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>B</b>
Article 52(3), first subparagraph, point (a)					
700	(a) interoperability and deployment of new digital			(a) interoperability and deployment of new digital	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	technologies and infrastructure;			technologies and infrastructure;	
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 groupstoppers deemed necessary.	B
Article 52(3), first subparagraph, point (ga)					
706a			<i>(ga) ensuring consistency between the national and European plans;</i>		B
Article 52(3), first subparagraph, point (gb)					
706b			<i>(gb) military mobility and dual-use infrastructure.</i>		B
Article 52(3), second subparagraph					
707	When relevant, the European Coordinator shall cooperate and coordinate with the rail freight governance on the activities of the working groups to avoid any duplication of			When relevant, the European Coordinator shall cooperate and coordinate with the rail freight governance on the activities of the working groups to avoid any duplication of	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	work.			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>		<b>C</b>
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 be able to participate. Member States shall designate a national coordinator for ERTMS to attend the consultative		4. The consultative Forum for the horizontal priorities shall be established and chaired by the European Coordinator. The Member States concerned and where appropriate <i>the neighbouring countries concerned and</i> representatives of the relevant sectors, <i>including the designated authorities as defined in the Smart</i>	4. The consultative Forum for the horizontal <del>priorities</del> <b>priority</b> shall be established and chaired by the European Coordinator. The Member States concerned and, where appropriate <b>and in agreement with Member States</b> , representatives of the relevant sectors shall be able to participate. Member States shall designate a	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Forum for ERTMS. The European Coordinator may also set up ad-hoc working groups.		<i>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.	<del>national coordinator for ERTMS</del> <b>representative</b> to attend the consultative Forum for ERTMS. The European Coordinator may also set up ad-hoc working groups.	
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 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.			5. The Member States concerned shall cooperate with the European Coordinator, participate in the Corridor Forum and the consultative forum for the horizontal <del>priorities</del> <b>priority</b> 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 <del>infrastructure plans</del> <b>plans and programmes contributing to the development of the</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<b>Trans-European Transport network.</b>	
Article 52(6)					
710	<p>6. The European Coordinator may consult regional and local authorities, infrastructure managers, transport operators, in particular those which are members of the rail freight governance, the supply industry, transport users and representatives of civil society in relation to the 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.</p>		<p>6. The European Coordinator <del>may</del><b>shall</b> consult regional and local authorities, <b><i>the designated authorities as defined in the Smart TEN-T Directive, urban nodes,</i></b> infrastructure managers, <del>transport operators, in particular those which are members of the rail</del><b><i>including port designated entities, rail, maritime and inland waterway operators ,</i></b> freight governance, the supply industry, transport users, <b><i>accessibility experts</i></b> 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</p>	<p>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 <del>representatives of civil society</del><b>relevant stakeholders</b> 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.</p>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency.		
Article 52(6), second subparagraph					
710a			<i>6a. To set up a future 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>		<b>C</b>
Article 52(6a)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
710b			6a. <i>The European Coordinator may cooperate with international organisations, for activities related to the European Transport Corridors which extend to neighbouring countries that are members of those international organisations.</i>		c
Article 53					
711	Article 53 Work plan of the European Coordinator			Article 53 Work plan of the European Coordinator	
Article 53(1)					
712	1. Each European Coordinator of the European Transport Corridors and the two horizontal priorities shall draw up, at the latest two years after the entry into force of this Regulation and thereafter every four years,		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 <del>four</del> two	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,	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.		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.	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.	
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		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 <b><i>European Coordinator shall also involve, where appropriate, the neighbouring countries concerned and relevant international organisations in the</i></b>	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 <del>priorities</del> <b>priority</b> . 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	<b>C</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the Council for information.		<i>preparation of the work plan. The work plan of the European Transport Corridors shall be approved by the Member States concerned. The neighbouring countries concerned shall be consulted on the work plan of the European Transport Corridors.</i> The Commission shall submit the work plan to the European Parliament and the Council for information.	European Parliament and the Council for information.	
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			3. The work plan for the European Transport	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Corridor shall provide a detailed analysis of the state of implementation of the corridor concerned, which includes in particular:			Corridor shall provide a detailed analysis of the state of implementation of the corridor concerned, which includes in particular:	
Article 53(3), first subparagraph, point (a)					
716	(a) a description of the characteristics of the corridor;		<i>deleted</i>	(a) a description of the characteristics of the corridor, <b>in particular the cross-border sections</b> ;	<b>B</b>
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;	
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, <b>with particular</b>	(c) an identification of the missing links and bottlenecks, <b>including the operational ones</b> , hampering the development	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>attention to the cross-border sections;</i>	<b>and implementation</b> of the corridor, <b>in particular in cross border sections;</b>	
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>B</b>
Article 53(3), first subparagraph, point (d)					
719	(d) an analysis of the investments required, including the different financing and funding sources committed and/or envisaged for the implementation of the projects needed for the development and completion of the corridor;			(d) an analysis of the investments required, including the different financing and funding sources committed and/or envisaged for the implementation of the projects needed for the development and completion of the corridor,	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<b>in particular the cross-border sections;</b>	
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, <b>in order to meet the deadlines;</b>	(e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines <b>and links</b> of the corridor;	<b>B</b>
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 <b>and accessible</b> multimodal transport with particular attention to <b>rail and its</b> cross-border sections and national missing links-;	(f) a plan, <b>that may contain-with intermediate targets non-binding milestones</b> , for the removal of physical, technical, digital, operational and administrative barriers between and within transport modes and for the enhancement of efficient multimodal transport with particular attention to cross-border sections and national missing links.	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 53(3), second subparagraph					
721a				For the analysis of the investments and the preparation of the plan, the European Coordinator shall:	B
Article 53(3), first subparagraph					
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>		B
Article 53(3), second subparagraph, first indent					
722	For the analysis of the investments and the preparation of the plan with			For the analysis of the investments and the preparation of the plan with	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.			<del>intermediate targets related to rail freight, the European Coordinator shall</del> cooperate with the executive board and the management board of the corridor referred to in Article 11 of Regulation (EU) No 913/2010- <b>for the aspects related to rail freight;</b>	
Article 53(3), second subparagraph, second indent					
723	For the analysis of the investments and the preparation of the plan with intermediate targets related to multimodal freight terminals, the European Coordinator shall take into account the corridor relevant elements of the analysis, the action plans elaborated by the Member States pursuant to Article 35(4) and the list referred to in Article 19, point (b), of Regulation (EU) No 913/2010.			<del>For the analysis of the investments and the preparation of the plan with intermediate targets related to multimodal freight terminals, the European Coordinator shall</del> take into account the corridor relevant elements of the analysis, the action plans elaborated by the Member States pursuant to Article 35(4) and the list referred to in Article 19 <del>18</del> , point (b), of Regulation (EU) No 913/2010- <b>for the aspects related to the</b>	<b>A</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<b>multimodal freight terminals;</b>	
Article 53(3), second subparagraph, third indent					
724	For the analysis of the investments and the preparation of the plan with intermediate targets related to passenger services, the European Coordinator shall take into account the results of the monitoring performed in accordance with article 51, paragraph 7, point (b).			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)– <b>for the aspect related to passenger services.</b>	<b>A</b>
Article 53(3), point (g)					
725	(g) the results of the performance monitoring of rail freight traffic undertaken by the rail freight governance in accordance with Article 19 of Regulation (EU) No 913/2010 and the list of corridor objectives, targets and measures defined in			(g) the results of the performance monitoring of rail freight traffic undertaken by the rail freight governance in accordance with Article <del>19</del> <b>19(2)</b> of Regulation (EU) No 913/2010 and the list of corridor objectives, targets and measures defined in	<b>A</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	accordance to Article 9(1) of Regulation (EU) No 913/2010, as means to reach the operational requirements of Article 18 of this Regulation;			accordance to Article 9(1) of Regulation (EU) No 913/2010, as means to reach the operational requirements of Article 18 of this Regulation;	
Article 53(3), point (h)					
726	(h) an identification of measures in urban nodes which are relevant for the effective functioning of the corridor and achievement of the objectives of the trans-European transport network;			(h) an identification of measures in urban nodes, <b>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 objectives of the trans-European transport network, while being consistent with relevant SUMPs.</b>	<b>B</b>
Article 53(3), point (i)					
727	(i) an identification of priorities for the development of the			(i) an identification, <b>established with the Member States</b>	<b>B</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	corridor;			<b>concerned</b> , of priorities for the development of the corridor;	
Article 53(3), 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), 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 <del>environmental impacts</del> externalities.	B
Article 53(4)					
730	4. The European Coordinator shall support Member States in implementing the work		4. The European Coordinator shall support Member States <i>and, where appropriate, neighbouring</i>	4. The European Coordinator shall support Member States in implementing the work	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	plan, in particular as regards:		<i>countries</i> in implementing the work plan, in particular as regards:	plan, in particular as regards:	
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) <b>at the request of the Member States concerned</b> , the priority setting in national planning, <del>through the identification of</del> <b>by helping to identify</b> implementation problems and bottlenecks, including operational issues, on each corridor or for each horizontal priority;	C
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) <b>at the request of the Member States concerned</b> , the project and investment planning, the related costs and implementation timeline estimated to implement the European Transport Corridors or horizontal priority;	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 <b>work in the supervisory body or a similar steering body</b> of a single entity, <b>where relevant</b> , for the <b>coordination</b> , construction <del>and</del> <b>and/or</b> management of cross-border infrastructure projects, <b>in accordance with the provisions set out in Article 8(5).</b>	C
Article 53(4), point (ca)					
733a			<i>(ca) monitoring project progress trends, and signalling early to the Commission potential significant delays;</i>		C
Article 54					
734	Article 54 Implementing acts			Article 54 Implementing acts	
Article 54(1)					
735					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	1. Based on the first work plan of the European Coordinators, the Commission shall adopt an implementing act for each work plan of the European Transport Corridors and the two horizontal priorities. This implementing act shall set out the priorities for infrastructure and investment planning and for funding.		1. Based on the first work plan of the European Coordinators, the Commission shall adopt an implementing act for each work plan of the European Transport Corridors and the two horizontal priorities. This implementing act shall set out the priorities for infrastructure and investment planning and for <del>funding</del> <b>timing in accordance with Article 6(1)</b> .	1. <del>Based on the first work plan of the European Coordinators, the Commission shall adopt an implementing act for each work plan of the European Transport Corridors and the two horizontal priorities. This implementing act shall set out the priorities for infrastructure and investment planning and for funding.</del>	<b>C</b>
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			2. <b>Without prejudice to Article 8(4a), and subject to the approval of the Member States concerned in accordance with Article 172 TFEU,</b> the Commission may adopt implementing acts for the implementation of <del>specific</del> <b>cross-border</b> sections of the European Transport Corridor, <del>in particular</del> <b>Corridors, or for</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	horizontal priorities.			<p>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 <del>complex cross-border</del> 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</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				years or upon the request of Member States.	
Article 54(3)					
737	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.	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			4. Until full implementation of the measures provided for in the implementing act <b>and unless provided otherwise in the implementing act</b> , the Member States	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	report on the progress achieved, indicating in particular the financial commitments made in the national budget plan.			concerned shall communicate <b>every two years</b> to the Commission <del>an annual</del> a report on the progress achieved, indicating in particular the financial commitments made in the national budget plan. <b>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>		<b>C</b>
Article 54(4b)					
738b					

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



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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>on neighbouring countries.</i>		
Article 54(4i)					
738i			<i>Article 54a High-level agreements with neighbouring countries</i>		C - linked to Council AM in line 755
Article 54(4j)					
738j			<i>1. Based on the first work plan of the European Coordinators, high-level agreements may be concluded between the Union and the neighbouring countries concerned for each work plan of the European Transport Corridors and for the two horizontal priorities where relevant.</i>		C
Article 54(4i)					
738k			<i>2. The high-level agreements referred to in this Article shall set out</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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 budget plan.</i>		
CHAPTER VI					
739	CHAPTER VI COMMON PROVISIONS			CHAPTER VI COMMON PROVISIONS	
Article 55					
740	Article 55 Reporting and monitoring			Article 55 Reporting and monitoring	
Article 55(1)					
741	1. Member States shall inform the Commission on a regular, comprehensive		1. Member States shall inform the Commission on a regular, comprehensive	1. Member States shall inform the Commission on a regular, comprehensive	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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 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.		and transparent basis about the progress made in implementing projects of common interest and the investments made for that purpose, <b>including for cross-border projects</b> . This information shall include the yearly transmission of data through the interactive geographical and technical information system for the trans-European transport network (TENtec). It shall include technical and financial data concerning projects of common interest on the trans-European transport network as well as data on the completion of the trans-European transport network.	and transparent basis about the progress made in <del>implementing projects of common interest and the investments made for that purpose</del> . This information shall include the yearly transmission of data <del>through the interactive geographical and technical information system</del> <b>for completing</b> the trans-European transport network (TENtec). It shall include technical and financial data <del>concerning</del> <b>through the implementation of</b> projects of common interest <del>on the trans-European transport network as well as data on the completion of the trans-European transport network</del> <b>and the investments made for that purpose</b> .	
Article 55(1a)					
741a				<b>1a. This information shall include yearly technical data related to</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 55(1b)					
741b				1b. This transmission shall be ensured in an automated way through the interactive geographical and technical information system for the trans-European transport network (TENtec). Until the automated data exchange functionality in TENtec is fully operational, this transmission shall be ensured every two years.	B
Article 55(1c)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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
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
Article 55(2), first subparagraph					
742	2. The Commission shall ensure that TENtec is publicly and easily			2. The Commission shall ensure that TENtec is publicly and easily	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.			accessible, allowing for an automated data exchange with national systems and other relevant Union applications and data sources. TENtec shall contain project-specific and updated information on the forms and amounts of Union co-funding as well as on the progress of each project.	
Article 55(2), second subparagraph					
743	The Commission shall also ensure that TENtec does not make publicly available any information which is commercially confidential or which could prejudice or unduly influence any process of public procurement in a Member State.			The Commission shall also ensure that TENtec does not make publicly available any information which is <del>commercially</del> confidential or which could prejudice or unduly influence any process of public procurement in a Member State.	B
Article 55(3)					
744	3. Member States shall ensure the quality, completeness and			3. <b>The Commission and the Member States shall make all possible efforts</b>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	consistency of the data in the TENtec information system. The national systems and data sources shall allow for an automated data exchange with TENtec.			to ensure the quality, completeness and consistency of the data in the TENtec information system. The national systems and data sources shall allow for <b>They shall cooperate in view of allowing</b> an automated data exchange <del>with</del> <b>between</b> national systems and data sources and TENtec.	
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,</i>		<b>C</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>the diversity of the offer as well as the intermodal options.</i>		
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
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</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<p><i>and expected changes in the traffic on the corridor, covering the different types of traffic, both regarding the transport of freight and the transport of passengers and measures to increase the predictability of implementation and facilitation that the relevant deadlines are met. In carrying out and updating that study, the Commission shall involve the coordinator of the relevant European Transport Corridor and the management board of the relevant rail freight corridor.</i></p>		
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		1. Subject to the second paragraph of Article 172 TFEU, the Commission	1. Subject to the <b>approval of the Member State concerned in accordance</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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:		<del>shall be</del> 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 <del>shall</del> :	<b>with the</b> second paragraph of Article 172 TFEU, the Commission <del>shall be</del> empowered to adopt delegated acts in accordance with Article 60 to amend Annexes I and II, <del>notably to take account of possible changes resulting from the quantitative thresholds laid down in Articles 20, 24 and 32.</del> When adapting those Annexes, the Commission <del>shall</del> <b>in order to</b> :	
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) <b>shall</b> 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) <del>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;</del> <b>take account of changes resulting from the quantitative thresholds laid down in Articles 20(3)(a), 24(4)(a) and (b)</b>	<b>B</b>

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				the request of the Member State concerned;	
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 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>	(b) <del>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;</del> covered by the previous paragraphs.	<b>B</b>
Article 56(1), first subparagraph, point (ba)					
748a			(ba) <i>may include maritime ports in the comprehensive</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>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>B</b>
Article 56(1), first subparagraph, point (c)					
749	(c) include urban nodes in the trans-European transport network, if it is demonstrated that the number of inhabitants 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 <b>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</b> <del>the number of inhabitants exceeds 100,000;</del>	<b>B</b>
Article 56(1), first subparagraph, point (ca)					
749a					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>(ca) may include urban nodes in the list of Annex II, at the request of the Member State concerned, if the urban node is located alongside an European Transport Corridor and provided that the requirements of Article 40 are complied with;</i>		B
Article 56(1), first subparagraph, point (cb)					
749b			<i>(cb) may exclude urban nodes in the list of Annex II, at the request of the Member State concerned and with the approval of urban node concerned, if it is demonstrated the number of inhabitants in the functional urban area is below 100,000;</i>		B
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		(d) <b>shall</b> include multimodal freight terminals identified by the Member State according to Article 35(4) in the trans-	(d) include multimodal freight in the trans-European transport network rail road terminals and terminals	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	transport network;		European transport network;	<b>along inland waterways</b> identified by the Member State according to Article <del>35(4)</del> <b>in 35(5), exclude rail road terminals from</b> the trans-European transport network <b>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 concerned;</b>	
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, <b>on the basis of the information provided by the Member State concerned in accordance with Article 55(1),</b> the maps for road, railway and inland waterway infrastructure in a strictly limited way so as to reflect progress <b>made</b> in completing the network. In adjusting those maps, the Commission shall not	<b>B</b>



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				admit any adjustment in route alignment beyond that which is allowed by the relevant project authorisation procedure <b>authorising decision.</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		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, <b><i>while excluding years impacted by cyclical factors causing significant declines in traffic flows.</i></b> 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	The adaptations referred to in points (a) to <del>(e)</del> <b>and (b)</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. <del>The adaptations referred to in point (d) of the first subparagraph shall be based on the action plan referred to in Article 35(4).</del> The adaptations referred to in point (e) of the first subparagraph shall be based on the information provided by the Member States concerned in	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	55(1).		based on the information provided by the Member States concerned in accordance with Article 55(1).	accordance with Article 55(1)-	
Article 56(1a)					
752a				1a. The delegated act including an urban node in Annex II pursuant to paragraph 1(c) shall:	C - linked to line 749
Article 56(1a), point (a)					
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

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				by 3 years, until 31 December 2033; for those rail-road terminals included in Annexes I and II after the deadlines laid down in Article 37(1)(c) and Article 37(2) have expired, those deadlines shall be extended by 3 years after the entry into force of that delegated act.	
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					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	2. A project of common interest concerning infrastructure which is newly included through a delegated act adopted pursuant to paragraph 1 in the trans-European transport network shall be eligible for Union financial assistance under the instruments available for the trans-European transport network as from the date of entry into force of those delegated acts.			2. A project of common interest concerning infrastructure which is newly included through a delegated act adopted pursuant to paragraph 1 in the trans-European transport network shall be eligible for Union financial assistance under the instruments available for the trans-European transport network as from the date of entry into force of <del>those</del> <b>that</b> delegated <del>aets</del> <b>act</b> .	<b>A</b>
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			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	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	financing or grant decisions taken by the Commission before that date.			financing or grant decisions taken by the Commission before that date.	
Article 56(3)					
755	3. Subject to Article 172(2) TFEU, the Commission shall be empowered to adopt delegated acts in accordance with Article 60 to amend Annex IV in order to include or adapt indicative maps of transport infrastructure networks of neighbouring countries.			3. Subject to Article 172(2) TFEU, the Commission shall be empowered to adopt delegated acts in accordance with Article 60 to amend Annex IV in order to include or adapt indicative maps of transport infrastructure networks of neighbouring countries. <b>Such delegated acts shall be based on high-level agreements on transport infrastructure networks between the Union and the neighbouring countries concerned.</b>	C - linked to EP AM in lines 738 i to k.
Article 57					
756	Article 57 Engagement with public and private stakeholders			Article 57 Engagement with public and private stakeholders	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 57, first paragraph					
757	National procedures regarding the involvement and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project. The Commission shall promote the exchange of good practice in this regard, notably as regards the consultation and inclusion of people in situations of vulnerability.		National procedures regarding the involvement and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project, <b><i>while respecting the deadlines for those consultations as set in the Smart TEN-T Directive</i></b> . 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.	National procedures regarding the involvement and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project. The Commission shall promote the exchange of good practice in this regard, notably as regards the consultation and inclusion of people in situations of vulnerability.	B
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 <del>transport and investment plans</del> <b>plans and programmes contributing to the development of the trans-European transport network</b> are coherent with Union transport policy, with the priorities and deadlines set out in this Regulation. <b>They shall also take into account, inter alia,</b> <del>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).</del>	C
Article 58(2)					
760	2. National investment plans shall include all projects of common interest and related investments needed for the timely completion of the network.		2. National investment plans shall include all projects of common interest and related investments needed for the timely completion of the network,	2. <del>National investment plans shall include all projects of common interest and related investments needed for the timely completion of the network.</del>	C



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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.		54(1). The Member States shall inform the Commission, no later than two months after notification of the <del>opinion</del> <b>decision</b> , on the measures adopted to address the recommendations <del>set out in the opinion</del> <b>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.</b>	<del>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.</del> 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 <b>also provide the Commission with the final national plan(s) or programme(s) once adopted.</b>	
Article 59					
762	Article 59 Committee procedure			Article 59 Committee procedure	
Article 59(1)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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	<p>2. For the purpose of Article 22(3) and (5) the Commission shall be assisted by the Committee established pursuant to Article 7 of Council Directive 91/672/EEC<sup>1</sup>.</p> <p><sup>1</sup> Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway (OJ L 373, 31.12.1991, p. 29).</p>			<p>2. For the purpose of Article 22(3) <del>and (5)</del>, the Commission shall be assisted by the Committee established pursuant to Article 7 of Council Directive 91/672/EEC<sup>1</sup>.</p> <p><sup>1</sup> Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway (OJ L 373, 31.12.1991, p. 29).</p>	A
Article 59(3)					
765	3. Where reference is made to this paragraph, Article 5 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.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.			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 Article 11(3), 56(1) and (3) shall be conferred on the Commission for a period of five years from [...]. The			2. The power to adopt delegated acts referred to in Article 11(3), 56(1) and (3) shall be conferred on the Commission for a period of five years from [...] <b>the date</b>	<b>A</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.			<b>of the entry into force of this Regulation].</b> 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 60(3)					
769	3. The delegation of powers referred to in Article 11(3), 56(1) and (3) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision			3. The delegation of powers referred to in Article 11(3), 56(1) and (3) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision	<b>A</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.			in the <b><i>Official Journal of the European Union</i></b> 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.	
Article 60(3a)					
769a				<b>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>	<b>B</b>
Article 60(4)					
770	4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.			4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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					
772	Article 61 Review			Article 61 Review	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 61(1), first subparagraph					
773	1. By 31 December 2033, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out an assessment of the implementation of the core network, evaluating in particular its compliance with the requirements of this Regulation.		1. By 31 December <del>2033</del> <b>2028</b> , 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.	<b>C</b>
Article 61(1), second subparagraph					
774	The assessment shall take into account the annual status report and the work plans drawn up by the European Coordinators pursuant to Article 51(5), point (e) and Article 53(1) respectively.		The assessment shall take into account the <i><b>national transport and investment plans, the</b></i> annual status report and the work plans drawn up by the European Coordinators pursuant to Article 51(5), point (e) and Article 53(1) respectively.	The assessment shall take into account the annual status report and the work plans drawn up by the European Coordinators pursuant to Article 51(5), point (e) and Article 53(1) respectively.	<b>B</b>
Article 61(2), first subparagraph					



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
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 <del>2033</del> <b>2028</b> , 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:	<b>C</b>
Article 61(2), first subparagraph, point (a)					
776	(a) compliance with this Regulation;		(a) compliance with this Regulation, <b><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 targets for 2040 and 2050.</i></b> ;	(a) compliance with this Regulation;	<b>B</b>
Article 61(2), first subparagraph, point (b)					
777	(b) progress in the implementation of this Regulation;		(b) progress in the implementation of this Regulation, <b><i>including any</i></b>	(b) progress in the implementation of this Regulation;	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
			<i>significant delays in concrete projects or sections of the network;</i>		
Article 61(2), first subparagraph, point (c)					
778	(c) changes in passenger and freight transport flows;			(c) changes in passenger and freight transport flows;	
Article 61(2), first subparagraph, point (d)					
779	(d) developments in national transport infrastructure investment;			(d) developments in national transport infrastructure investment;	
Article 61(2), first subparagraph, point (e)					
780	(e) the need for amendments to this Regulation.			(e) the need for amendments to this Regulation.	
Article 61(2), second subparagraph					
781	The evaluation shall also consider the impact of evolving traffic patterns and relevant developments in infrastructure investment plans.			The evaluation shall also consider the impact of evolving traffic patterns and relevant developments in infrastructure investment plans.	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 61(3)					
782	<p>3. When carrying out that review, the Commission shall evaluate whether the extended core and the comprehensive network as provided for in this Regulation is likely to comply with the provisions of Chapters II, III and IV by the deadlines of 31 December 2040 and 31 December 2050, as applicable, while taking into account the economic and budgetary situation in the Union and in individual Member States. The Commission shall also evaluate, in consultation with the Member States, whether the extended core network and the comprehensive network should be modified to take into account developments in transport flows and national investment planning.</p>			<p>3. When carrying out that review, the Commission shall evaluate whether the extended core and the comprehensive network as provided for in this Regulation is likely to comply with the provisions of Chapters II, III and IV by the deadlines of 31 December 2040 and 31 December 2050, as applicable, while taking into account the economic and budgetary situation in the Union and in individual Member States. The Commission shall also evaluate, in consultation with the Member States, whether the extended core network and the comprehensive network should be modified to take into account developments in transport flows and national investment planning.</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 62					
783	Article 62 Delay in completion of the core network, the extended core network and the comprehensive network			Article 62 Delay in completion of the core network, the extended core network and the comprehensive network	
Article 62(1)					
784	1. In the event of significant delay in starting or completing work on the core network, extended core network and on the comprehensive network compared to the initial timeline set in implementing acts in accordance with Article 54 or defined in national transport and investment plans or other relevant project documentation, the Commission may ask the Member State or Member States concerned to provide the reasons for the delay. Such reasons shall be provided by the Member		1. In the event of <del>significant</del> delay in starting or completing work on the core network, extended core network and on the comprehensive network compared to the initial timeline set in implementing acts in accordance with Article 54 or defined in national transport and investment plans or other relevant project documentation, <b>as well as delays for projects as set out in Article 5 of the Smart TEN-T Directive</b> , the Commission <del>may</del> <b>shall</b> ask the Member State or Member States concerned	1. In the event of significant delay in starting or completing work on the core network, extended core network and on the comprehensive network <del>compared to the initial timeline set in implementing acts in accordance with Article 54 or defined in national transport and investment plans or other relevant project documentation</del> , 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	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	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.		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.	State or Member States within three months of the request. On the basis of the reply given, the Commission shall consult the Member State or Member States concerned in order to resolve the problem that has caused the delay.	
Article 62(2)					
785	2. In case the delayed section concerns a European Transport Corridor, the European Coordinator shall be involved in view of resolving the problem.		2. In case the delayed section concerns a European Transport Corridor, the European Coordinator shall <b><i>simultaneously to the requirement set out in paragraph 1</i></b> , be involved in view of resolving the problem.	2. In case the delayed section concerns a European Transport Corridor, the European Coordinator shall be involved in view of <b>supporting Member States</b> in resolving the problem.	C
Article 62(2a)					
785a			<b><i>2a. In the event of a significant delay in</i></b>		

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

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				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.	
Article 62(3), second subparagraph					
787	In case the delayed section concerns a project supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules.		<i>In case the delayed section concerns a project supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules-deleted</i>	In case the delayed section concerns a project supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules.	Identical amendments.
Article 63					
788	Article 63 Exemptions			Article 63 Exemptions	C - Horizontal issue.



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 63, first paragraph					
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 territory.		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, <i>islands</i> and outermost regions for as long as no railway system is established within their territory.	The provisions relating to railways, and in particular any requirement to connect airports and ports to railways as well as the provisions related to <del>safe and secure parking and</del> multimodal freight terminals shall not apply to Cyprus, Malta and outermost regions for as long as no railway system is established within their territory. <b>The provisions relating to safe and secure parking shall not apply to those Member States and regions.</b>	C
Article 63, second paragraph					
789a		'The provisions of Article 16a shall not apply to Ireland.';	<b><i>Article 16a shall not apply to Ireland.</i></b>	<b>The provisions related to European standard nominal track gauge for rail in Article 16a shall not apply to islands and outermost regions.</b>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 63, first paragraph b					
789b			<p><i>Article 16a shall not apply to Ireland.</i></p> <p>(See EC amended proposal point 9)</p>		c
Article 64					
790	Article 64 Amendments to Regulation (EU) 2021/1153			Article 64 Amendments to Regulation (EU) 2021/1153	
Article 64, first paragraph					
791	Annex to Regulation (EU) 2021/1153 is amended in accordance with Annex VI to this Regulation.			Annex to Regulation (EU) 2021/1153 is amended in accordance with Annex VI to this Regulation.	
Article 65					
792	Article 65 Amendments to Regulation (EU) No 913/2010			Article 65 Amendments to Regulation (EU) No 913/2010	
Article 65, first paragraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
793	Regulation (EU) No 913/2010 is amended as follows:			Regulation (EU) No 913/2010 is amended as follows:	
Article 65, first paragraph, point (1)					
794	(1) in Article 1, paragraph 1 is replaced by the following:			(1) <del>in Article 1, paragraph 1</del> is replaced by the following:	
Article 65, point (1), amending provision, Article					
794a				<p>.</p> <p><b><i>Article 1</i></b></p> <p><b>Purpose and scope</b></p>	
Article 65, point (1), amending provision, Article(1)					
795	<p>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</p>			<p>1. This Regulation lays down rules for the organisation, <b>governance</b> 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</p>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	competitive freight. It sets out rules for the organisation, management and the indicative investment planning of freight corridors.			out rules for the organisation, management and the indicative investment planning of freight corridors.	
Article 65, point (1), amending provision, Article(2)					
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, point (1a)					
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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, point (2)					
796	(2) in Article 2, paragraph 2 is replaced by the following:			(2) in Article 2, paragraph 2 is replaced by the following:	
Article 65, 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, 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 <del>Article 5 of Directive 2001/14/EC</del> <b>2012/34/EU</b> ;	<b>A</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, point (2), amending provision, numbered paragraph (2), first subparagraph, point (b)					
799	(b) ‘implementation plan’ 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;			(b) ‘implementation plan’ 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, 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			(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	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	borders with European third countries;			borders with European third countries;	
Article 65, point (2), amending provision, numbered paragraph (2), first subparagraph, point (d)					
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, point (2), amending provision, numbered paragraph (2), second subparagraph					
802	* Regulation [...]			* Regulation [...]	
Article 65, 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, point (3), amending provision, first paragraph					
804	‘ORGANISATION AND MANAGEMENT OF THE FREIGHT CORRIDORS’			‘ORGANISATION AND MANAGEMENT GOVERNANCE OF THE FREIGHT CORRIDORS’	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				,	
Article 65, point (4)					
805	(4) Article 3 is replaced by the following:			(4) Article 3 is replaced by the following:	
Article 65, point (4), amending provision, first paragraph					
806	Article 3			Article 3	
Article 65, point (4), amending provision, second paragraph					
807	Organisation and management of freight corridors			Organisation and <del>management</del> <b>governance</b> of freight corridors	B
Article 65, 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. <del>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.</del>	B



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, point (4), amending provision, numbered paragraph (2)					
809	<p>2. From the date of entry 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.</p>			<p>2. From the date of entry 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 <del>organisation and management</del> <b>governance</b> of the freight corridor within <del>12</del> <b>18</b> months of the date of the change. <b>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</b></p>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				necessary to adjust organisation and management of the corridor in accordance with Articles 9 to 19 to the new geographical alignment.	
Article 65, point (4), amending provision, numbered paragraph (3)					
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.'	C
Article 65, point (5)					
810	(5) Articles 4 to 7 are deleted.			(5) Articles 4 to 7 are deleted.	
Article 65, point (6)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
811	(6) Article 8 is amended as follows:			(6) Article 8 is amended as follows:	
Article 65, point (6)(a)					
812	(a) in paragraph 1, the following sentence is added:			(a) in paragraph 1, the following sentence is added:	
Article 65, 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, point (6)(ab)					
813a				(aa) in paragraph 2, the reference to "Article 14(2) of Directive 2001/14/EC" is replaced by a reference to	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				"Article 7(2) of Directive 2012/34/EU".	
Article 65, point (6)(ab), first subparagraph					
813b				(ab) the following paragraph 2a is added:	C
Article 65, point (6)(ab), second subparagraph					
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	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, point (6)(ab), third subparagraph					
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, point (6)(ab), fourth subparagraph					
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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				pursuant to paragraph 2 of this Article. It shall notify without delay the Commission and the other Member States participating in the freight corridor concerned of its decision.	
Article 65, point (6)(ac), first subparagraph					
813f				(ac) the following paragraph 2a is added:	C
Article 65, point (6)(ac), second subparagraph					
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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Commission and the other Member States participating in the freight corridor concerned of its decision.	
Article 65, point (6)(ac), third subparagraph					
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, point (6)(ac), fourth subparagraph					
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	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				set up pursuant to paragraphs 1 and 2 of this Article. It shall notify without delay the Commission and the other Member States participating in the freight corridor concerned of its decision.	
Article 65, point (6)(ad), first subparagraph					
813j				(ad) Paragraph 4 is replaced by the following:	B
Article 65, point (6)(ad), second subparagraph					
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	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				replaced by the following:	
Article 65, point (6)(ae) second subparagraph					
813m				<p><b>‘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></p>	<b>B</b>
Article 65, point (6)(af)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
813n				(af) in paragraph 6, the reference to "Article 4(2) of Directive 91/440/EEC" is replaced by a reference to "Article 4(2) of Directive 2012/34/EU".	B
Article 65, point (6)(b)					
814	(b) paragraph 7 is replaced by the following:			(b) paragraph 7 is replaced by the following:	
Article 65, 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-			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-	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	<p>initiative opinions. The management board shall take any of these opinions into account. 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 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.</p>			<p>initiative opinions. The management board shall take any of these opinions into account. In the event of disagreement between the management board and the advisory group, the latter may refer the matter to the executive board. <b>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.'</b></p>	
Article 65, point (6)(c)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
816	(c) in paragraph 8, the following sentence is added:			(c) in paragraph 8, the following sentence is added:	
Article 65, point (6)(c), amending provision, first paragraph					
817	<p>‘</p> <p>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.</p> <p>’</p>			<p>‘</p> <p>‘In the event of disagreement between the management board and the advisory group, the latter may refer the matter to the executive board. <b>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 its issue an opinion on the matter in due time. The European Coordinator concerned may also issue</b></p> <p>’</p>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				an opinion on the matter in due time. The final decision shall be taken by the management board.’	
Article 65, point (6)(d)					
818	(d) the following paragraph 10 is added:			(d) the following paragraph 10 is added:	
Article 65, 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, point (7)					
820	(7) Article 9 is replaced by the following:			(7) Article 9 is replaced by the following:	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, point (7), amending provision, first paragraph					
821	Article 9			Article 9	
Article 65, point (7), amending provision, second paragraph					
822	Measures for developing the freight corridor			Measures for developing the freight corridor	
Article 65, 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, point (7), amending provision, numbered paragraph (1), second subparagraph					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
824	This plan shall include:			This plan shall include:	
Article 65, 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, 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, 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			(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	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	the provisions of Article 19 of this Regulation, and, where relevant, quantitative 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];			the provisions of Article 19 of this Regulation, and, where relevant, quantitative 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, 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, 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			(e) the views and assessment of the advisory groups referred to in Article	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	8(7) and 8(8) with respect to corridor development.			8(7) and 8(8) with respect to corridor development.	
Article 65, 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, 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			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	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	rail freight traffic along the corridor.			rail freight traffic along the corridor.	
Article 65, 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, 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			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	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	point (c) of paragraph 1.			point (c) of paragraph 1.	
Article 65, point (7), amending provision, numbered paragraph (3)					
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.		<del>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.</del>	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, point (7), amending provision, numbered paragraph (4)					
835	4. The implementation plan shall take into account the development of terminals, including the			4. The implementation plan shall take into account the development of terminals, including the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	market and prospective analysis on multimodal freight terminals as well as 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].			market and prospective analysis on multimodal freight terminals as well as 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, 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, point (8)					
837	(8) Article 11 is replaced by the following:			(8) Article 11 is replaced by the following:	
Article 65, point (8), amending provision, first paragraph					
838	Article 11			Article 11	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, point (8), amending provision, second paragraph					
839	Investment planning			Investment planning	
Article 65, 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, 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			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	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	consultation shall be based on an adequate, up-to-date documentation of the 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.			consultation shall be based on an adequate, up-to-date documentation of the infrastructure planning at corridor and national level. <b>Opinions by the advisory groups on investment shall be substantiated with sufficient justification.</b> 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, point (8), amending provision, numbered paragraph (2a), first subparagraph					
842	3. The cooperation and the consultation shall address in particular:		‘ 3. The cooperation and the consultation <b><i>between all parties</i></b> shall address in particular:	3. The cooperation and the consultation shall address in particular:	
Article 65, point (8), amending provision, numbered paragraph (2a), first subparagraph, point (a)					
843	(a) capacity needs of rail			(a) capacity needs of rail	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	freight transport relevant for infrastructure and investment planning 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;			freight transport relevant for infrastructure and investment planning, <b>in particular as regards freight trains with a length of no less than 740 m</b> , 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;	<b>B</b>
Article 65, point (8), amending provision, numbered paragraph (2a), first subparagraph, 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], <b>in particular as regards the capacity needs for freight trains with a length of no less than 740 m</b> ;	<b>B - Linked to previous line.</b>
Article 65, point (8), amending provision, numbered paragraph (2a), first subparagraph, point (c)					
845	(c) need for targeted investments to remove		(c) need for targeted investments to <b>upgrade</b>	(c) need for targeted investments to remove	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	local bottlenecks, such as connecting loops, improvements to nodes and last-mile infrastructure or technical equipment enhancing operational performance.		<i>infrastructure according to the TEN-T requirements and to remove local bottlenecks, such as connecting loops, improvements to nodes and last-mile infrastructure or technical equipment enhancing operational performance.</i>	local bottlenecks, such as connecting loops, improvements to nodes and last-mile infrastructure or technical equipment enhancing operational performance.’	B
Article 65, point (8a), first subparagraph					
845a				(8a) A new Article 12a is added:	Identical to Article 18 of the original COM proposal.
Article 65, point (8a), second subparagraph					
845b				<i>‘Article 12a</i>	Identical to Article 18 of the original COM proposal.
Article 65, point (8a), third subparagraph					
845c				Operational requirements	



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				for the Rail Freight Corridors	Identical to Article 18 of the original COM proposal.
Article 65, point (8a)(1)					
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, point (8a), fourth subparagraph, point (a)					
845e				(a) for each internal cross-border section the dwelling time of all	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>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) 2016/399<sup>1</sup> 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</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				<p>as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it;</p> <p>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.</p>	
Article 65, point (8a), fourth subparagraph, point (b)					
845f				<p>(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</p>	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				attributable to third countries that are crossed by freight trains shall not be taken into account.	
Article 65, point (8a)(2)					
845g				2. Deleted.'	C
Article 65, point (8b)					
845h				(8b) Article 13 is amended as follows:	B
Article 65, point (8b)(a)					
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, point (8b)(b)					
845j				(b) in paragraph 4:	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
Article 65, point (8b)(b)(i)					
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, point (8b)(b)(ii)					
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, point (8c)					
845m				(8c) Article 14 is amended as follows:	B
Article 65, point (8c)(a)					
845n				(a) in paragraph 1, the reference to "Article 14(1) of Directive	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				2001/14/EC" is replaced by a reference to "Article 39 of Directive 2012/34/EU"	
Article 65, point (8c)(b)					
845o				(b) in paragraph 3:	B
Article 65, point (8c)(b)(i)					
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, point (8c)(b)(ii)					
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	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				Directive 2001/14/EC" is replaced by a reference to "Article 48 of Directive 2012/34/EU".	
Article 65, point (8c)(c)					
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, point (8c)(d)					
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, point (8c)(e)					
845t				(e) in paragraph 10, the reference to "Article 14(2) of Directive 2001/14/EC" is replaced	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				by a reference to "Article 7(2) of Directive 2012/34/EU".	
Article 65, point (8d)					
845u				(8d) In Article 15:	B
Article 65, point (8d)(a)					
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, point (8d)(b)					
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, point (8e)					
845x					



	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				(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 2012/34/EU".	B
Article 65, point (8f)					
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, point (9)					
846	(9) Article 19 is replaced by the following:			(9) Article 19 is replaced by the following:	
Article 65, point (9), amending provision, first paragraph					
847	Article 19			Article 19	
Article 65, point (9), amending provision, second paragraph					
848					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Quality of service on the freight corridor			Quality of service on the freight corridor	
Article 65, point (9), amending provision, numbered paragraph (1)					
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, 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			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	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	based on performance indicators relating to the objectives and targets of the freight corridor defined in 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.			based on performance indicators relating to the objectives and targets of the freight corridor defined in 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, 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].. <b>12a.</b>	<b>A</b>
Article 65, point (9), amending provision, numbered paragraph (4)					
852	4. The management board			4. The management board	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	shall prepare and publish an annual report presenting the results of the activities carried out pursuant to this 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.			shall prepare and publish an annual report presenting the results of the activities carried out pursuant to this 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, point (9a)					
852a				<b>(9a) Article 20 is amended as follows:</b>	<b>B</b>
Article 65, point (9a)(a)					
852b				<b>(a) In paragraph 1:</b>	<b>B</b>
Article 65, point (9a)(a)(i)					
852c				<b>(i) the reference to</b>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				"Article 30 of Directive 2001/14/EC" is replaced by a reference to "Article 55 of Directive 2012/34/EU";	B
Article 65, point (9a)(a)(ii)					
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, point (9a)(b)					
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, point (9b)					
852f					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
				(9b) Article 21 is deleted.	B
Article 65, point (10)					
853	(10) Articles 22 and 23 are replaced by the following:			(10) Articles 22 and 23 are replaced by the following:	
Article 65, point (10), amending provision, first paragraph					
854	‘ Article 22			‘ Article 22	
Article 65, point (10), amending provision, second paragraph					
855	Monitoring implementation			Monitoring implementation	
Article 65, 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		‘ Every <del>four</del> <b>two</b> 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	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	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Commission shall analyse those results and notify the Committee referred to in Article 21 of its analysis.'		that corridor. The Commission shall analyse those results and notify the Committee referred to in Article 21 of its analysis.'	Commission shall analyse those results and notify the Committee referred to in <b>Article 62 of Directive 2012/34</b> Article 21 of its analysis.'	
Article 65, point (10), amending provision, fourth paragraph					
857	Article 23			Article 23	
Article 65, point (10), amending provision, fifth paragraph					
858	Report			Report	
Article 65, 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.'	

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



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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement
	Parliament			Parliament	
Formula					
869	The President			The President	
Formula					
870	For the Council			For the Council	
Formula					
871	The President			The President	