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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 - Revised four-column document on Chapter I

In view of the Intermodal Transport Working Party on 22 May, delegations will find attached an updated version of the four-column document containing the articles of Chapter I of the above proposal (Articles 1 to 9).

New Presidency compromises have been included on lines **120, 121, 144a, 147 150, 183, 185, 190, 199 and 201c**. They are based on the text of the Council general approach and changes to it are marked in bold-underline or in strikethrough.

The categories of open issues have been updated from 'B' to 'C' in lines 144g, 162, 172 and 173b in line with the comments made by delegations at previous Working Parties.

Lines marked in green colour indicate identical EP and Council amendments, no changes to the Commission proposal or lines where the EP has provisionally agreed to the Council's 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 / Presidency compromises / Comments
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			1. This Regulation establishes guidelines for the development of a trans-European transport network consisting of the comprehensive network and of the core and	

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

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

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	transport infrastructure, including infrastructure for the deployment of alternative fuels, ICT systems for transport as well as measures promoting the efficient management and use of such infrastructure and permitting the establishment and operation of sustainable and efficient transport services.		transport infrastructure, including infrastructure for the deployment of alternative fuels, and ICT systems for transport as well as measures promoting the efficient management and use of such infrastructure and permitting the establishment and operation of sustainable and efficient transport services according to Directive 2014/94/EU of the European Parliament and of the Council and Directive 2010/40/EU of the European Parliament and of the Council, respectively.	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 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,			2. The infrastructure of the trans-European transport network consists of the infrastructure for railway transport, inland waterway transport, maritime transport, road transport,	B EP accepts Council's text.

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

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	(b) 'neighbouring country' means a country falling within the scope of the European Neighbourhood Policy, the Enlargement Policy, and the European Economic Area, the European Free Trade Association or the EU-UK Trade and Cooperation Agreement;			(b) 'neighbouring country' means a third country falling within the scope of the European Neighbourhood Policy, the Enlargement Policy, and the European Economic Area, the European Free Trade Association or the EU-UK Trade and Cooperation Agreement;	A EP accepts Council's text.
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			(d) 'cross-border section' means the section which ensures the continuity of a project of common interest	

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	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;			on both sides of the border, between the closest urban nodes to the border of two Member States or between a Member State and a neighbouring country;	
Article 3, first paragraph, point (e)					
109	(e) 'bottleneck' means a physical, technical, functional, operational or administrative barrier which leads to a system break affecting the continuity of long-distance or cross-border flows;		(e) 'bottleneck' means a physical, technical, functional, operational or administrative barrier which leads to a system break, <i>congestion or standstills in either direction of traffic, or recurrent interruptions affecting the continuity</i> of long-distance or cross-border flows;	(e) 'bottleneck' means a physical, technical, functional, operational or administrative barrier which leads to a system break affecting the continuity of traffic for long-distance or cross-border flows;	B
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		(f) 'urban node' means an <i>functional</i> urban area where elements of the transport infrastructure of the trans-European transport network, such as	(f) 'urban node' means an urban area where elements of the transport infrastructure of the trans-European transport network, such as ports	B

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	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;		ports including passenger terminals, airports, railway stations, bus terminals, logistic platforms infrastructure for active modes, multimodal freight hubs and facilities, train turnaround terminals and freight terminals, located in and/or around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local and urban traffic of passengers and freight ;	including passenger terminals, airports, railway stations, bus terminals, logistic platforms and facilities and freight terminals, located in and around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local traffic, including the one related to active modes ;	
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			(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	C - linked to Articles 16 and 16a

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	terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;			terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;.	
Article 3, first paragraph, point (h)					
112	(h) 'infrastructure manager' means any body or undertaking that is responsible, in particular, for establishing or maintaining transport infrastructure, including the management of infrastructure control and safety systems;			(h) 'infrastructure manager' means any body or undertaking that is responsible, in particular, for establishing or maintaining transport infrastructure, including the management of infrastructure control and safety systems;	B
Article 3, first paragraph, point (i)					
113	(i) 'multimodal transport' 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					

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	<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 Systems¹;</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>(j) ‘multimodal digital mobility services’ means services as defined in Article 4[...] of Directive 2010/40 (EU) [...] on the framework for the deployment of Intelligent Transport Systems¹;</p> <p>1. Directive 2021XXX (EU)/... revising Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport] (OJ L [...]).</p>	A
Article 3, first paragraph, point (k)					
115	<p>(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</p>		<p>(k) 'interoperability' means the ability, including all the regulatory, technical, administrative and operational conditions, of the infrastructure, including digital infrastructure in a transport mode or segment, as well as between different modes, to allow safe and</p>	<p>(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</p>	B

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	required levels of performance for that infrastructure mode or segment;		uninterrupted traffic and information flows which achieve the required levels of performance for that infrastructure mode or segment;	required levels of performance for that infrastructure mode or segment;	
Article 3, first paragraph, point (l)					
116	(l) 'multimodal passenger hub' means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface between urban nodes and longer-distance transport networks;		(l) 'multimodal passenger hub' means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface <i>within and</i> between urban nodes and longer-distance transport networks;	(l) 'multimodal passenger hub' means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface between urban nodes and longer-distance transport networks;	B
Article 3, first paragraph, point (m)					
117	(m) 'multimodal freight terminal' means a structure equipped for transhipment		(m) 'multimodal freight terminal' means a structure equipped for transhipment	(m) 'multimodal freight terminal' means a structure equipped for transhipment	B

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	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;		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;	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;;	
Article 3, first paragraph, point (n)					
118	(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; deleted</i>	(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
Article 3, first paragraph, point (o)					
119					

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	(o) ‘sustainable urban mobility plan’ (SUMP) means a document for strategic mobility planning, aiming at improving accessibility to and mobility within the functional urban area (including commuting zones) for people, businesses and goods;			(o) ‘sustainable urban mobility plan’ (SUMP) means a document for strategic mobility planning, aiming at improving, in a sustainable way , accessibility to and mobility within the functional urban area (including commuting zones) for people, businesses and goods in view in particular of a better quality of life ;	B
Article 3, first paragraph, point (p)					
120	(p) ‘active modes’ means the transport of people or goods, through non-motorised means, based on human physical activity;		(p) ‘active modes’ means the transport of people or goods, through non-motorised means, based on human physical activity or by a combination of electric motor and human power ;	(p) ‘active modes’ means the transport of people or goods, through non-motorised means, based on human physical activity, including those with electric auxiliary propulsion as referred to in Article 2(2) (h) of Regulation (EU) No 168/2013 ;	B Presidency compromise proposal: (p) ‘active modes’ means the transport of people or goods, through non-motorised means, based on human physical activity, including vehicles with electric auxiliary propulsion as referred to in Article 2(2) (h) of

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					Regulation (EU) No 168/2013;
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 authorities and to provide value-added services to citizens, shippers and operators, including systems for resilient, safe, secure, environmentally sound and		(q) 'ICT systems for transport' means information and communications technology systems and applications using information, communication, navigation or positioning/localisation technologies, <i>including space based technologies</i> , enabling to process, store and exchange the data and information needed to manage infrastructure, mobility and traffic on the trans-European transport network effectively, to report relevant information to authorities and to provide value-added services to citizens, shippers and operators, including systems for resilient, safe, secure,	(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 authorities and to provide value-added services to citizens, shippers and operators, including systems for resilient, safe, secure, environmentally sound and	<p>B</p> <p>Presidency compromise proposal (includes EP AM):</p> <p>(q) 'ICT systems for transport' means information and communications technology systems and applications using information, communication, navigation or positioning/localisation technologies, <i>including space based technologies</i>, enabling to process, store and exchange the data and information needed to manage infrastructure, mobility and traffic on the trans-European transport</p>

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	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;		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;	capacity-efficient use of the network. They include systems, technologies and services referred to in points (r) to (x) and may also include on-board devices with corresponding infrastructure or digital components;	network effectively, to report relevant information to authorities and to provide value-added services to citizens, shippers and operators, including systems for resilient, safe, secure, environmentally sound and capacity-efficient use of the network. They include systems, technologies and services referred to in points (r) to (x) and may also include on-board devices with corresponding infrastructure or digital components;
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			(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	

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	<p>Systems in the field of road transport and for interfaces with other modes of transport¹;</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>Systems in the field of road transport and for interfaces with other modes of transport¹ ;</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</p>			<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</p>	B

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	<p>communications as provided for in Directive 2002/59/EC of the European Parliament and of the Council¹, and includes the integration of the national maritime information systems through SafeSeaNet;</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>communications as provided for inestablished by Directive 2002/59/EC of the European Parliament and of the Council¹,and includes the integration of the national maritime information systems through SafeSeaNet;</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 Council¹;</p> <p>_____</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 Council¹;</p> <p>_____</p>	

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	1. Directive 2005/44/EC of the Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p. 152).			1. Directive 2005/44/EC of the Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p. 152).	
Article 3, first paragraph, point (u)					
125	<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 Council¹;</p> <p>¹ Regulation (EU) No 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a</p>			<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 as defined in Regulation (EU) 2019/1239 of the European Parliament and of the Council¹;</p> <p>¹ Regulation (EU) No 2019/1239 of the European</p>	B

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	European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64).			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).	
Article 3, first paragraph, point (v)					
126	(v) 'Air Traffic Management / Air Navigation Service System' (ATM/ANS System) means systems and constituents used for the provision of air traffic management or air navigation services or both;		(v) 'Air Traffic Management / Air Navigation Service System ' <i>(ATM/ANS System) means systems and constituents used for the provision of (ATM)' means the aggregation of the airborne, ground-based and space-based functions and services (air traffic services, airspace management and air traffic flow management) required to ensure the safe and efficient movement of 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 both an ATM/ANS system as defined in Article 3(7) of Regulation (EU) 2018/1139;	B
Article 3, first paragraph, point (w)					

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127	<p>(w) 'European Rail Traffic Management System' (ERTMS) means the system defined in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919¹;</p> <p>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).</p>		<p>(w) 'European Rail Traffic Management System' (ERTMS) means the system defined in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919⁴³⁸, and in the context of implementation deadlines, it refers to the two existing ERTMS parts: ETCS and GSM-R/GPRS/FRMCS;</p> <p>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).</p>	<p>(w) 'European Rail Traffic Management System' (ERTMS) means the system defined referred to in Directive (EU) 2016/797 and in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919¹;</p> <p>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).</p>	B
Article 3, first paragraph, point (x)					
128	<p>(x) 'radio-based ERTMS' means ERTMS of level 2 or level 3 that uses radio to pass movement authorities to the train pursuant to Commission Regulation (EU) 2016/919¹;</p>		<p>(x) 'radio-based ERTMS' means ERTMS of the radio based train control system ETCS application level 2 or level 3 that can be used with or without a class B system and with or without</p>	<p>(x) 'radio-based ERTMS' means ERTMS of level 2 or level 3 that uses radio to pass movement authorities to the train pursuant to Commission Regulation (EU) 2016/919¹;</p>	B

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	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).		<p><i>lineside signals and uses radio (GSM-R/GPRS/FRMCS) to pass movement authorities to the all safety and non-safety related data exchange between track and train pursuant to Commission Regulation (EU) 2016/919¹³⁹;</i></p> <p><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></p>	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 (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;	

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129a			(ya) <i>'free-flowing river' means a river that supports connectivity of water, sediment, nutrients, matter and organisms within the river system and with surrounding landscapes, in all of the following four dimensions: longitudinal (connectivity between up- and downstream); lateral (connectivity to floodplain and riparian areas); vertical (connectivity to groundwater and atmosphere); and temporal (connectivity based on seasonality of fluxes);</i>		B
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		(z) 'maritime port' means an area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of waterborne sea-going	(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	B

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	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;		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;	loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area a maritime port as defined in Article 2(16) of Regulation (EU) 2017/352;	
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 one or several 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	(aa) ‘short-sea shipping’ means the movement of cargo and passengers by sea between ports situated in geographical waters of one or several Member States or between a port situated in waters of Member States and a port situated in waters of a neighbouring adjacent third country having a coastline on the enclosed seas bordering waters of	B EP accepts Council’s text.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			waters of the Union one or several Member States ;	the Union one or several Member States ;	
Article 3, first paragraph, point (ab)					
132	<p>(ab) ‘electronic freight transport information’ (eFTI) means the electronic communication of regulatory information between economic operators and competent authorities in accordance with Regulation (EU) 2020/1056 of the European Parliament and of the Council¹;</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>(ab) ‘electronic freight transport information’ (eFTI) means the electronic communication of regulatory information between economic operators and competent authorities in accordance with Regulation (EU) 2020/1056 of the European Parliament and of the Council¹;</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</p>			<p>(ac) ‘Single European Sky’ (SES) means the procedures systems established under</p>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	<p>549/2004¹, (EC) 550/2004², (EC) No 551/2004³, and (EU) No 2018/1139⁴ of the European Parliament and of the Council to reinforce air traffic safety standards, to contribute to the sustainable development of the air transport system and to improve the overall performance of air traffic management and air navigation services for general air traffic;</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). 2. Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (OJ L 96, 31.3.2004, p. 10). 3. Regulation (EU) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European</p>			<p>Regulation (EC) No 549/2004¹, (EC) 550/2004², (EC) No 551/2004³, and (EU) No 2018/1139⁴ of the European Parliament and of the Council to reinforce air traffic safety standards, to contribute to the sustainable development of the air transport system and to improve the overall performance of air traffic management and air navigation services for general air traffic in Europe;</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). 2. Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (OJ L 96, 31.3.2004, p. 10). 3. Regulation (EU) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	Union (OJ L 96, 31.3.2004, p. 20). 4. Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency (OJ L 212, 22.8.2018, p. 1).			airspace in the single European Union (OJ L 96, 31.3.2004, p. 20). 4. Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency (OJ L 212, 22.8.2018, p. 1).	
Article 3, first paragraph, point (ad)					
134	(ad) 'vertiport' means an area used for the landing and take-off of vertical take-off and landing (VTOL) aircrafts;			(ad) 'vertiport' means an area used for the landing and take-off take-off and landing of vertical take-off and landing (VTOL) aircrafts;	A EP accepts Council's text.
Article 3, first paragraph, point (ae)					
135	(ae) 'spaceport' means an installation for testing and launching space crafts;			(ae) ' spaceport ' aircraft contact stand means an installation for testing and launching space crafts a stand in a designated area of the airport apron equipped with a passenger boarding bridge ;	B - Change of structure ('Spaceport' moved to paragraph 'afa').

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
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 at the project of the Single European Sky ATM Research programme, the technological pillar of Europe’s Single European Sky (SES) framework to modernise air traffic management in Europe, aimed at providing the Union with a high performance, standardised and interoperable air traffic management infrastructure, and consisting in an innovation cycle that includes the SESAR definition phase, the SESAR development phase and the SESAR deployment phase;	B
Article 3, first paragraph, point (afa)					
136a					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
				(afa) 'spaceport' means an installation for testing and launching space crafts;	A - removed from paragraph (ae). EP accepts Council's text.
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	<p>(ah) 'European ATM Master Plan' means the main planning tool for ATM modernisation defining the development and deployment priorities needed to deliver the SESAR, as endorsed by Council Decision 2009/320/EC¹;</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</p>			<p>(ah) 'European ATM Master Plan' means the main planning tool for ATM modernisation defining the development and deployment priorities needed to deliver the SESAR, asplan endorsed by Council Decision 2009/320/EC¹, and as subsequently amended²;</p> <p>1. Council Decision 2009/320/EC of 30 March 2009 endorsing the European Air</p>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	Research (SESAR) project (OJ L 95, 9.4.2009, p. 41).			Traffic Management Master Plan of the Single European Sky ATM Research (SESAR) project (OJ L 95, 9.4.2009, p. 41). 2. Council Decision 2009/320/EC of 30 March 2009 endorsing the European Air Traffic Management Master Plan of the Single European Sky ATM Research (SESAR) project (OJ L 95, 9.4.2009, p. 41).	
Article 3, first paragraph, point (ai)					
139	(ai) 'rail freight governance' means the governance bodies referred to in Article 8 of Regulation (EU) 913/2010;			(ai) 'rail freight governance' means the governance bodies referred to in Article 8 of Regulation (EU) 913/2010;	
Article 3, first paragraph, point (aj)					
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		(aj) 'maintenance' means activities and works that have to be undertaken routinely; or periodically or in emergency situations in order to be able to use the asset over its expected service life cycle with the same with the intention of	(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	B

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	1. Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.2002, p. 1).			1. Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.200228.1.2012, p. 1).	
Article 3, first paragraph, point (al)					
142	(al) ‘alternative fuels’ means alternative fuels as defined in Article 2(3) of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			(al) ‘alternative fuels’ means alternative fuels as defined in Article 2(3) of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	
Article 3, first paragraph, point (am)					
143	(am) ‘safe and secure parking area’ means a parking area accessible to drivers engaged in the carriage of goods or passengers, meeting the requirements of Article 8a (1) of Regulation (EC) No 561/2006 of the European Parliament and of the			(am) ‘safe and secure parking area’ means a parking area accessible to drivers engaged in the carriage of goods or passengers, meeting the requirements of Article 8a (1) of Regulation (EC) No 561/2006 of the European Parliament and of the	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	<p>Council¹ and which has been certified in accordance with Union standards and procedures, pursuant to Article 8a (2) of that Regulation;</p> <p>1. Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport (OJ L 102, OJ 11.4.2006, p. 1).</p>			<p>Council¹ and which has been certified in accordance with Union standards and procedures, pursuant to Article 8a (2) of that Regulation;</p> <p>1. Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport (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 exceeded the relevant weight limits, in accordance with Directive 96/53/EC of the European Parliament and of the Council¹.</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 exceeded the relevant weight limits, in accordance with Directive 96/53/EC of the European Parliament and of the Council¹.</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	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).			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).	
Article 3, first paragraph, point (ao)					
144a				(ao) ‘project authorising decision’ means the decision or a set of decisions, which may be of an administrative nature, taken simultaneously or successively by an authority or by authorities of a Member State, not including administrative and judicial appeal authorities, under a national legal system and administrative law that determine whether or not a project promoter is entitled to implement the	B Presidency proposes to merge lines 144a and 144b: (ao) ‘project authorising decision’ means the decision or a set of decisions, which may be of an administrative nature, taken simultaneously or successively by an authority or by authorities of a Member State, not including administrative and judicial appeal authorities, under a national legal system and administrative law that determine whether or not a

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
				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.	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, <u>in accordance with Directive (EU) 2021/1187 of the European Parliament and the Council (the "Smart TEN-T Directive")</u> ;
144b			(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		B Presidency proposes to merge lines 144a and 144b.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>and judicial appeal authorities, under a national legal system and administrative law that determine whether or not a project promoter is entitled to implement the project on the geographical area concerned on the trans-European transport network, without prejudice 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>		
144c			<i>(anb) ‘designated authority’ means the authority which is the point of contact for the project promoter and which facilitates the efficient and structured</i>		B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>processing of permit-granting procedures in accordance with Directive (EU) 2021/1187 of the European Parliament and the Council (the "Smart TEN-T Directive");</i>		
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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
144e			<i>(and) ‘EuroVelo’ means the European network of long-distance cycle routes that cross and connect the European continent, including the 17 EuroVelo routes in the network;</i>		B
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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
144g			<i>(anf) ‘significant delay’ means projects, operational and technical standards on the core, extensive and comprehensive network which are delayed for more than two years in relation to the implementing deadlines laid down in this Regulation, and in implementing acts provided for therein;</i>		B_C
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			1. The overall objective of the development of the trans-European transport network is to establish one	A EP accepts Council’s text.

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	multimodal Union wide network of high quality standards.			multimodal Union wide network of high quality standards.	
Article 4(2)					
147	2. The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is sustainable, 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 competitive , 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, safe , efficient and resilient and which increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:	<p>B Presidency compromise proposal:</p> <p>2. The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is competitive sustainable, safe, efficient and resilient and which increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:</p>
Article 4(2), point (a)					

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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 ₂ reduction targets;		(i) promotion of zero-emission zero- and low-emission mobility in line with the relevant Union CO ₂ reduction targets;	(i) promotion of zero-emission zero and low emission mobility in line with the relevant Union CO ₂ reduction targets;	Identical amendments.
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 fully interoperable long-distance rail passenger network at high speed and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network for passengers and freight across the Union;	(ii) enabling greater use of more sustainable modes of transport, including in particular by further developing a long-distance rail passenger network, including at high speed, and an and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network across the Union and also by promoting active modes of transport ;	B Presidency compromise proposal (active modes to be dealt with separately): (ii) enabling greater use of more sustainable modes of transport, in particular by further developing an interoperable long-distance rail passenger network, including at high speed, and an interoperable rail freight network, a reliable inland waterway and short-sea shipping network for passengers

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
					and freight across the Union;
Article 4(2), point (a)(iii)					
151	(iii) increased environmental protection;			(iii) increased environmental protection;	
Article 4(2), point (a)(iv)					
152	(iv) reduction of external costs including those related to environment, health, congestion and accidents;		(iv) reduction of external costs negative externalities including those related to environment, climate , health, congestion and accidents;	(iv) reduction of external costs negative externalities including those related to environment, health, congestion and accidents;	B
Article 4(2), point (a)(v)					
153	(v) greater energy security;			(v) greater energy security;	
153a			<i>(va) contribution to the deployment of decarbonisation</i>		B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<p><i>technologies, including through alternative fuels infrastructure, and optimization of synergies with the Regulation (EU) 2022/869 of the European Parliament and of the Council^{1a};</i></p> <hr/> <p><i>^{1a} 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 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></p>		
153b			<i>(vb) promotion of active modes infrastructure;</i>		

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
					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, including paying particular attention to 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, including outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;	B
Article 4(2), point (b)(ii)					
156	(ii) reduction of infrastructure quality gaps between Member States;		(ii) reduction of infrastructure quality gaps while increasing the capacity of the network	(ii) reduction of infrastructure quality gaps between regions and Member States;	B

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			<i>within and</i> between Member States;		
Article 4(2), point (b)(iii)					
157	(iii) for both passenger and freight traffic, efficient coordination and interconnection between transport infrastructure for, on the one hand, long-distance traffic and, on the other, regional and local traffic and transport services in urban nodes;		(iii) for both passenger and freight traffic, efficient coordination and interconnection between transport infrastructure for, on the one hand, long-distance traffic and, on the other, regional and local traffic and <i>in order to improve</i> transport services, <i>including</i> in urban nodes;	(iii) for both passenger and freight traffic, efficient coordination and interconnection between transport infrastructure for, on the one hand, long-distance traffic and, on the other, regional and local traffic and transport services in urban nodes;	B
Article 4(2), point (b)(iv)					
158	(iv) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of all European regions;			(iv) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of all European regions;	
158a					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>(iva) European digital interoperable systems for management of all transport modes networks;</i>		B
158b			<i>(ivb) increase the network connectivity index;</i>		B
Article 4(2), point (c)					
159	(c) efficiency through:			(c) efficiency through:	
Article 4(2), point (c)(i)					
160	(i) the removal of infrastructure bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these, within Member States' territories and between them;		(i) the removal of infrastructure bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these, within Member States' territories and between them Member States, and connecting, where appropriate, to neighbouring third countries;	(i) the removal of infrastructure bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these them , within Member States' territories and between them;	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
Article 4(2), point (c)(ii)					
161	(ii) the removal of functional, administrative, technical and operational interoperability bottlenecks, including gaps in digitalisation,			(ii) the removal of functional, administrative, technical and operational interoperability bottlenecks, including gaps in digitalisation;;	B
Article 4(2), point (c)(iii)					
162	(iii) the interoperability of national, regional and local transport networks;		(iii) the interoperability of European , national, regional and local transport networks through common European technical and operational rules and standards, technical equipment requirements, staff certification, including such as the use of a single Union-wide language for cross-border rail transport,	(iii) the interoperability of national, regional and local transport networks;	B_C
Article 4(2), point (c)(iv)					
163					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	(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 technological and operational concepts;			(vii) cost-efficient application of innovative technological and operational concepts;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
166a			<i>(viiia) optimisation of the capacity of the rail network;</i>		B
166b			<i>(viiib) continuous and efficient maintenance programs;</i>		B
166c			<i>(viiic) greater coordination on infrastructure works between Member State for cross-border projects;</i>		B
166d			<i>(viid) eliminating bottle-necks sections, in particular for cross-border links;</i>		B
Article 4(2), point (d)					
167					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	(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, and in rural and sparsely populated areas, thereby preventing and mitigating mobility poverty ;	(i) ensuring the accessibility for users and meeting the their mobility and transport needs of users , taking into account in particular the needs of people in situations of vulnerability, including persons with disabilities or reduced mobility and people living in remote regions, including the outermost regions and islands;	B
Article 4(2), point (d)(ii)					
169	(ii) ensuring safe, secure and high-quality standards, including quality of services to the users, for		(ii) ensuring safe, secure and high-quality standards, including quality of services to the users, for	(ii) ensuring safe, secure and high-quality standards, including quality of services to the users, for	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	both passenger and freight transport;		both passenger and freight transport, <i>as well as good working conditions for workers</i> ;	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) the establishment of infrastructure requirements, in particular in the field of interoperability, safety and security, which ensures supporting the quality, efficiency and sustainability of transport services which are accessible and affordable;	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 ensures facilitates efficient and fast deployment of emergency and rescue services, including for	B

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	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 and critical infrastructure ;	(v) ensuring the resilience of infrastructure, in particular on cross-border sections;	B C
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				(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	B - Linked to Council AM in line 150 and to EP amendment in line 153b.

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				fostering the environmental benefits of those modes.	
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 C
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

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173d			<i>(vic) ensuring common European digital and interoperable systems for passengers information and ticketing and freight transport coordination;</i>		B
173e			<i>(vid) ensuring provision of data necessary for digital management of networks;</i>		B
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		Article 5	Article 5	B

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	Resource-efficient network and environmental protection 		Resource-efficient, resilient network and environmental protection	Resource-efficient network and environmental protection	
Article 5(1)					
175	1. The trans-European transport network shall be planned, developed and operated in a resource-efficient way, complying with the applicable Union and national environmental requirements, through:			1. The trans-European transport network shall be planned, developed and operated in a resource-efficient way, complying and in accordance with the applicable Union and national environmental requirements, through:	A
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			(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	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	improvement of the infrastructure and by keeping the infrastructure operational;			improvement of the infrastructure and by keeping the infrastructure operational;	
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;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
Article 5(1), point (d)					
179	(d) the deployment of new technologies and ICT systems for transport to preserve or improve the infrastructure performance;			(d) the deployment of new technologies and ICT systems for transport to preserve or improve the infrastructure performance, where such deployment is economically justified or required to improve safety and security;	B
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 and the shift towards more sustainable mobility patterns, including the development of sustainable, attractive and efficient multimodal transport services;	B
Article 5(1), point (f)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
181	(f) the taking into account of possible synergies with other networks, in particular the trans-European energy or telecommunication networks;		(f) the taking into account of possible synergies with other networks, including active modes , in particular the trans-European energy or telecommunication networks 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 ;	(f) the taking into account of possible synergies with other networks, in particular the trans-European energy or telecommunication networks or the dual-use network identified in the Military Requirements for Military Mobility within and beyond the EU ;	B
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		(g) the development of green, sustainable and climate resilient infrastructure, including infrastructure dedicated to active modes , designed to minimise the negative impact on the health of citizens living around the	(g) the development of green, sustainable and climate resilient infrastructure designed to minimise reduce as much as possible the negative impact on the health of citizens living around the network, the environment	B

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	and degradation of ecosystems;		network, the environment, <i>air and noise pollution</i> , and degradation of ecosystems;	and degradation of ecosystems;	
Article 5(1), point (h)					
183	(h) the adequate 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;		(h) the adequate consideration of the resilience of the transport network and its <i>critical</i> infrastructure with regard to a changing climate as well as natural hazards, <i>geopolitical changes</i> and human-made disasters, as well as intentional disruptions <i>including by natural persons or undertakings from third countries</i> , with a view to addressing those challenges; <i>particular consideration shall be given to critical infrastructure, in order to ensure supply in times of disruptions</i> ;	(h) the adequate consideration of the resilience of the transport network and its infrastructure, <i>especially at cross-border sections</i> , with regard to a changing climate as well as natural hazards and human-made disasters, as well as <i>disruptions</i> , intentional disruptions <i>or not, including for traffic</i> , with a view to addressing those challenges;	B Presidency compromise proposal : (h) the adequate consideration of the resilience of the transport network and its infrastructure and services, especially at cross-border sections, with regard to a changing climate <u>and geopolitical context</u> , as well as natural hazards and human-made disasters, as well as disruptions, intentional or not, including for traffic , with a view to addressing those challenges <u>and with a view to enabling rapid response and recovery from those disruptions</u> ;

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
Article 5(1), point (i)					
184	(i) the resilience of infrastructure, especially at cross-border sections, assuring to respond and recover rapidly from traffic disruptions.			(i) the resilience of infrastructure, especially at cross-border sections, assuring to respond and recover rapidly from traffic disruptions.	B See proposal in line 183.
Article 5(2)					
185	2. In planning and developing the trans-European transport network, Member States may adapt the detailed route alignment of sections within the limits indicated in Article 56(1), point (e), taking into account the particular circumstances in the various parts of the Union, such as topographical features of the regions concerned and environmental considerations while ensuring compliance with this Regulation.			2. In planning and developing the trans-European transport network, Member States may adapt the detailed route alignment of sections within the limits indicated in Article 56(1), point (e), taking into account the particular circumstances in the various parts of the Union, such as topographical features of the regions concerned and environmental considerations while ensuring compliance with this Regulation. Such	B Presidency compromise proposal : 2. In planning and developing the trans-European transport network, Member States may adapt the detailed route alignment of sections taking into account the particular circumstances in the various parts of the Union, such as topographical features of the regions concerned and environmental considerations while

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
				adaptation shall not go beyond what is allowed by the relevant project authorising decision.	ensuring compliance with this Regulation. <u>Such adaptation shall not go beyond what is allowed by the relevant project authorising decision in line with Article 56(1), point (e).</u>
Article 5(3)					
186	3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC ¹ , Directives 2000/60/EC ² , 2001/42/EC ³ , 2002/49/EC ⁴ , 2009/147/EC ⁵ and 2011/92/EU of the European Parliament and of the Council ⁶ . 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		3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC ⁴⁹ , Directives 2000/60/EC ²⁵⁰ , 2001/42/EC ³⁵¹ , 2002/49/EC ⁴⁵² , 2009/147/EC ⁵⁵³ and 2011/92/EU of the European Parliament and of the Council ⁶⁵⁴ . 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	3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC ¹ , Directives 2000/60/EC ² , 2001/42/EC ³ , 2002/49/EC ⁴ , 2009/147/EC ⁵ and 2011/92/EU of the European Parliament and of the Council ⁶ . For the projects of common interest for which the procurement process for an environmental assessment has not yet been carried out initiated at the date of entry into force of this Regulation, it	C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	<p>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).</p> <p>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).</p> <p>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>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</p>		<p>assessment of the compliance with the "do no significant harm" principle.</p> <p><i>Those environmental assessments shall be carried out in strict compliance with the maximum timeframe set in the Smart TEN-T Directive.</i></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).</p> <p>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).</p> <p>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>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</p>	<p>should also include the assessment of the compliance with the "do no significant harm" principle</p> <p>should also be assessed.</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).</p> <p>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).</p> <p>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>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>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	certain public and private projects on the environment (OJ L 26, 28.1.2012, p. 1).		<i>noise (OJ L 189 18.7.2002, p. 12).</i> <i>5. Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (OJ L 20, 26.1.2010, O. 7).</i> <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>	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).	
Article 6					
187	Article 6 Gradual development of the trans-European transport network			Article 6 Gradual development of the trans-European transport network	
Article 6(1)					
188	1. The trans-European transport network shall be gradually developed in three steps: the completion of a core network by 31 December 2030, of an extended core network by 31 December 2040 and the			1. Without prejudice to Article 8, paragraph 4a, the trans-European transport network shall be gradually developed in three steps: the completion of a core network by 31 December 2030, of an	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	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.			extended core network by 31 December 2040 and the comprehensive network by 31 December 2050, unless otherwise specified in this Regulation . This shall be achieved, in particular, by implementing a structure for that network with a coherent and transparent methodological approach, comprising a comprehensive network and a core and extended core network, with transport and urban nodes as multimodal connecting points between long distance traffic and the regional and local transport networks.	
Article 6(2)					
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			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	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	efficient and socially and environmentally sustainable use of such infrastructure.			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 <i>by the Member States</i> as a matter of priority for achieving the objectives for the development of the trans-European transport network. <i>In order to comply with all deadlines, Member States shall ensure the completion of the core network has priority over the completion of the extended core and comprehensive networks;</i>	3. The core and extended core network shall consist of those parts of the trans-European transport network which shall be developed as a matter of priority for achieving the objectives for the development of the trans-European transport network.	C Presidency compromise proposal : The core and extended core network shall consist of those parts of the trans-European transport network which shall be developed <u>and completed</u> as a matter of priority for achieving the objectives for the development of the trans-European transport network.
Article 7					
191					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	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 trans-European transport core or extended core network which are of the highest strategic importance for the development of sustainable and multimodal freight and passenger transport flows in Europe and for the development of interoperable high quality infrastructure and operational performance.	B EP accepts Council's text.
Article 8					
193	Article 8 Projects of common interest			Article 8 Projects of common interest	
Article 8(1)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
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 least two of the four categories set out in Article 4;			(a) contribute demonstrate European added value by contributing to the objectives falling within at least two of the four categories set out in Article 4; and	B EP accepts Council's text.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
Article 8(2), point (b)					
197	(b) be economically viable on the basis of a socio-economic cost-benefit analysis;			(b) be economically viable on the basis of a socio-economic cost-benefit analysis; or, in case of sparsely populated areas, have a positive contribution to the development of the network on the basis of a socio-economic cost-benefit analysis.	B
Article 8(2), point (c)					
198	(c) demonstrate European added value.			(c) demonstrate European added value.	B - incorporated into line 196.
198a			<i>At the request of a Member State or Member States concerned, in duly justified cases, the Commission may grant exemptions from the requirements of point b, for specific projects</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>deemed essential to ensure necessary military mobility across the Union in line with article 47a of this Regulation.</i>		
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 Presidency suggests accepting the EP proposal: 3. A project of common interest encompasses its entire cycle, including feasibility studies and permission procedures, construction, operation, <u>maintenance</u> , and evaluation.
Article 8(4)					
200	4. Member States shall take all necessary measures to ensure that the projects		4. Member States shall take all necessary measures to ensure that the projects	4. Member States shall take all necessary measures to ensure that the projects	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	are carried out in compliance with relevant 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.		are carried out in compliance with relevant 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.	are carried out in compliance with relevant 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				4a. The implementation of projects of common interest depends on their degree of maturity, the compliance with Union and national legal procedures, and the availability of financial resources, without prejudging the financial commitment of a Member State or of the Union.	C
Article 8(5)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
201	5. The Commission may require Member States by means of an implementing 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.		5. The Commission may require Member States by means of an implementing act to establish a single entity for the planning , 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.	5. The Commission may require recommend Member States by means of an implementing act to establish a single entity entities for the coordination , construction and/or management of cross-border infrastructure projects of common interest, especially for large-scale and complex ones . The relevant European Coordinator shall have the status of observer in the management or supervisory board or in both a similar steering body of that single entity.	C
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</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>capacity, throughout their lifetime.</i>		
201b			<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>		C
201c			<i>5c. Where specific permit-granting procedures for priority projects exist under national law, Member States shall ensure that projects of common interest which are part of the core network are handled</i>		C Presidency compromise proposal : <u>5c. Member States shall ensure that projects of common interest are implemented in an</u>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<p><i>under those procedures, where and in the manner such treatment is provided for in national legislation applicable to the corresponding types of transport infrastructure. To ensure efficient 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>		<p><u>efficient way, making use of rapid and streamlined administrative procedures, provided for in national legislation applicable to the corresponding types of transport infrastructure.</u></p>
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</i></p>		<p>C</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>paragraph 2 and paragraph 5b of this Article. That methodology shall enable a transparent, comparative appraisal of different project proposals under life cycle assessments, including the prioritisation of projects in 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			1. The Union may cooperate with neighbouring third countries in order to connect the trans-European transport network with	^B EP accepts Council's text.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	infrastructure networks with a view to enhancing economic growth and competitiveness, and in particular to:			their infrastructure networks through the projects of common interests, where relevant with a view to enhancing sustainable economic growth and competitiveness; and in particular to:	
Article 9(1), point (a)					
204	(a) promote the extension of the trans-European transport network policy into third countries;		(a) promote the extension of the trans-European transport network policy into third countries, including for the deployment of alternative fuels infrastructure;	(a) promote the extension into third countries of the trans-European transport network policy into third countries together with other related Union policies, in particular in the fields of environment and climate protection;	B EP could potentially accept Council's text.
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			(b) ensure the connection between the trans-European transport network and the transport networks of the third countries at border	B EP accepts Council's text.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	crossing points, in order to guarantee seamless traffic flows, border checks, border surveillance and other border control procedures;			crossing points, including on the territory of the third country in order to guarantee seamless traffic flows, border checks, border surveillance and other border control procedures;	
Article 9(1), point (ba)					
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 EP accepts Council's text.
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)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
207	(d) promote the interoperability between the trans-European transport network and networks of third countries;			(d) promote the interoperability between the trans-European transport network and networks of third countries;	
Article 9(1), point (e)					
208	(e) facilitate maritime transport and promote short-sea shipping routes with third countries;		(e) facilitate maritime transport and promote short-sea shipping routes with third countries, <i>including third countries in direct proximity to the Union's outermost regions;</i>	(e) facilitate maritime transport and promote short-sea shipping routes with third countries provided they do not contribute to carbon leakage;	B
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			(g) facilitate air transport with third countries, in	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	order to promote efficient and sustainable economic growth and competitiveness, including the extension of the Single European Sky and improved air traffic management cooperation;			order to promote efficient and sustainable economic growth and competitiveness, including the extension of the Single European Sky and improved air traffic management cooperation;	
Article 9(1), point (h)					
211	(h) connect and implement ICT systems for transport in those countries.			(h) connect and implement ICT systems for transport in those countries-;	
Article 9(1), point (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 EP could potentially accept Council's text.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
211b			<i>(ha) facilitate railway transport with third countries.</i>		B
211c			<i>1a. In the next Multiannual Financial Framework (MMF) 2028-2035, a budget envelope dedicated to "external transport" shall be created in the CEF III, in order to increase cooperation with third countries in terms of cross-border projects and infrastructure deployment. That new financial envelope shall be at least 30 % of the amount of the current CEF programme and shall be provided under Heading 5 (Security and Defence) and Heading 6 (Neighbourhood and the world) of the MFF.</i>		C
Article 9(2)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
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				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