

Brussels, 25 June 2025  
(OR. en)

9963/25  
PV CONS 29  
TRANS 231  
TELECOM 181  
ENER 222  
*PARLNAT*

**DRAFT MINUTES**

COUNCIL OF THE EUROPEAN UNION  
(Transport, Telecommunications and Energy)

5 and 6 June 2025

## **MEETING ON THURSDAY 5 JUNE 2025**

### **1. Adoption of the agenda**

The Council adopted the agenda set out in document 9452/25.

### **2. Approval of "A" items**

- a) **Legislative list** (Public deliberation in accordance with Article 16(8) of the Treaty on European Union) 9505/25

## **Foreign Affairs**

1. **Regulation on suspending certain parts of Regulation 2015/478 as regards Ukraine**  8889/25 + COR 1  
*Adoption of the legislative act* PE-CONS 7/25  
approved by Coreper, Part 2, on 4.06.2025 POLCOM

The Council approved the European Parliament's position at first reading and the proposed act has been adopted pursuant to Article 294(4) of the Treaty on the Functioning of the European Union (legal basis: Article 207(2) TFEU), with Hungary voting against.

## **Environment**

2. **Directive amending Council Directive 92/43/EEC as regards the protection status of the wolf (Canis lupus)**  9212/25 + ADD 1  
*Adoption of the legislative act* PE-CONS 8/25  
approved by Coreper, Part 1, on 28.05.2025 ENV

The Council approved the European Parliament's position at first reading and the proposed act has been adopted pursuant to Article 294(4) of the Treaty on the Functioning of the European Union (legal basis: Article 192(1) TFEU), with Belgium, Spain and Poland abstaining.

A statement by Portugal is set out in the Annex.

## TRANSPORT

### Legislative deliberations

(Public deliberation in accordance with Article 16(8) of the Treaty on European Union)

#### Aviation

**3. Regulation on air passengers rights**

(Legal basis proposed by the Commission: Article 100(2) TFEU)

*Political agreement*

**1C** 9430/25 + ADD 1-3  
(\*)

The Council reached a political agreement on the Regulation on air passengers rights as reflected in the outcome of proceedings (doc. 9795/25 + ADD 1-3).

Statements by Estonia and Lithuania are set out in the Annex.

**2. (continuation) Approval of "A" items**

**b) Non-legislative list**

9504/25

The Council adopted all "A" items listed in the document above, including all linguistic COR and REV documents presented for adoption.

Statements on these items are set out in the Addendum.

### Legislative deliberations

(Public deliberation in accordance with Article 16(8) of the Treaty on European Union)

#### Land

**4. Directive amending Council Directive 96/53/EC laying down for certain road vehicles the maximum authorised dimensions and the maximum authorised weights**

*Progress report*

**1C** 9156/25

The Council took note of the progress report as set out in the document above.

## 5. Roadworthiness package

 9155/25

- a) **Directive on periodic roadworthiness tests (amending Directive 2014/45/EU) and on technical roadside inspection (amending Directive 2014/47/EU)**
- b) **Directive on vehicle registration documents and vehicle registration data (repealing Directive 1999/37/EC)**  
*Presentation by the Commission*  
*Exchange of views*

The Council took note of the presentation by the Commission on the Roadworthiness package and held an exchange of views based on the document above.

### Any other business

- 6. a) **Air traffic congestion<sup>1</sup>**  9187/25  
*Information from the Commission*

The Council took note of the information provided by the Commission.

- b) **Transport infrastructure financing post-2027**  9473/25  
*Information from the Presidency*

The Council took note of the information provided by the Presidency.

- c) **Call for common actions in response to Global Satellite Navigation Systems (GNSS) jamming and spoofing threats**  9188/1/25 REV 1  
*Information from Lithuania, Czechia, Estonia, Finland, Italy, Latvia, Romania and Spain*

The Council took note of the information provided by Lithuania, Czechia, Estonia, Finland, Italy, Latvia, Romania and Spain.

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<sup>1</sup> Presentation by the representative of Eurocontrol.

**d) Current legislative proposals** (Public deliberation in accordance with Article 16(8) of the Treaty on European Union)



- i) **Directive on driving licences, amending Directive (EU) 2022/2561, Regulation (EU) 2018/1724 and repealing Directive 2006/126/EC and Regulation (EU) No 383/2012** 6795/1/23 REV 1  
+ ADD 1 REV 1
- ii) **Directive on driving disqualifications** 6796/23
- iii) **Regulation on the European Maritime Safety Agency and repealing Regulation (EC) No 1406/2002** 10133/23
- iv) **Directive on river information services (RIS)** 6008/24  
+ ADD 1-3
- v) **Regulation on the use of railway infrastructure capacity in the single European railway area, amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010** 11718/23 + ADD 1
- vi) **Directive discontinuing seasonal changes of time and repealing Directive 2000/84/EC** 12118/18  
*Information from the Presidency*

The Council took note of the information provided by the Presidency.

**e) Presentation of the fifth Progress Report of the Platform on International Rail Passenger Transport (IRP)**

9186/25

*Information from Austria and the Netherlands*

The Council took note of the information provided by Austria and the Netherlands.

**f) Clean transport corridor initiative**

9487/25

*Information from the Commission*

The Council took note of the information provided by the Commission.

**g) Work programme of the incoming Presidency**

*Information from Denmark*

## MEETING ON FRIDAY 6 JUNE 2025

### TELECOMMUNICATIONS

#### Non-legislative activities

7. **Council Recommendation for an EU Blueprint on cyber crisis management** [C][2] 8857/1/25 REV 1  
(\*)  
(Legal basis proposed by the Commission: Article 292 TFEU)  
*Adoption*

The Council adopted the Council Recommendation as set out in the document above.

8. **Conclusions on reliable and resilient connectivity** [2] 7929/25  
*Approval*

The Council approved the conclusions as set out in the document above.

9. Satellite connectivity as a building block for strategic autonomy 8784/25  
- the need for a comprehensive approach  
*Exchange of views*

#### Any other business

10. a) **The future of the Postal Services Directive** [2] 9356/25  
*Information from the Commission*

The Council took note of the information provided by the Commission.

- b) **Roaming with Ukraine and Moldova - state of play** [2] 9361/25  
*Information from the Commission*

The Council took note of the information provided by the Commission.

- c) **European action plan on the cybersecurity of hospitals and healthcare providers** [2] 9351/25  
*Information from the Commission*

The Council took note of the information provided by the Commission.

- d) **Outcomes of the discussions on simplification activities in the digital field**  9383/25  
*Information from the Presidency*

The Council took note of the information provided by the Presidency.

- e) **International initiatives in the digital field - state of play**  9385/25  
*Information from the Commission*

The Council took note of the information provided by the Commission.

- f) **Strengthening cooperation between the European Union and the International Telecommunication Union - main outcomes from the workshop “Brussels-Geneva Interlinks: Strengthening EU in the ITU”**  9146/25  
*Information from the Presidency*

The Council took note of the information provided by the Presidency.

- g) **Call for common actions in response to Global Satellite Navigation Systems (GNSS) jamming and spoofing threats**  9198/1/25 REV 1  
*Information from Lithuania, Czechia, Denmark, Estonia, Finland, Germany, Italy, Latvia, Romania, Slovenia and Spain*

The Council took note of the information provided by Lithuania, Czechia, Denmark, Estonia, Finland, Germany, Italy, Latvia, Romania, Slovenia and Spain.

- h) **Protecting minors from online harms and risks: Age verification, age-appropriate design and a pan-European digital age of majority**  9110/25  
*Information from Cyprus, Denmark, France, Greece, Slovenia and Spain*

The Council took note of the information provided by Cyprus, Denmark, France, Greece, Slovenia and Spain, orally supported by Italy.

- i) **Report of the Digital Ministers of the Mediterranean EU countries meeting - MED9**  9075/25  
*Information from Slovenia*

The Council took note of the information provided by Slovenia.

- j) **Spain's Quantum Technologies Strategy (2025-2030)**  9237/25  
*Information from Spain*

The Council took note of the information provided by Spain.

- k) **Global Partnership on AI Summit (Bratislava, 25-26 November 2025)**  9192/25  
*Information from Slovakia*

The Council took note of the information provided by Slovakia.

- l) **AI and follow-up of the AI Action Summit (Paris, 10 and 11 February 2025)**  9360/25  
*Information from France*

The Council took note of the information provided by France.

- m) **Need for strengthening Europe's digital sovereignty**  9387/25  
*Information from Austria*

The Council took note of the information provided by Austria.



- n) **Overview of Presidency events in the field of telecommunications and digital**  
*Information from the Presidency*

9386/25

The Council took note of the information provided by the Presidency.

- o) **Work programme of the incoming Presidency**  
*Information from Denmark*

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- ① First reading
- C Item based on a Commission proposal
- 2 Public debate proposed by the Presidency (Article 8(2) of the Council's Rules of Procedure)
- (\*) Item on which a vote may be requested
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**Statement to the legislative "A" item set out in doc. 9505/25**

**Ad "A" item 2:**                      **Directive amending Council Directive 92/43/EEC as regards the protection status of the wolf (*Canis lupus*)**  
*Adoption of the legislative act*

**STATEMENT BY PORTUGAL**

“The results of the 2019-2021 census in Portugal indicate that the area inhabited by wolves, i.e. the Trás-os-Montes region and the area surrounding the valley to the south of the Douro, has contracted in the last two decades.

Nationally, the number of packs detected has also decreased slightly, indicating very different trends in the four existing population centres.

One of the main factors jeopardising wolf conservation in Portugal is death caused directly by humans, which in many areas continues to be responsible for the disappearance of the species and/or of packs.”

**Statements to the legislative "B" item set out in doc. 9452/25**

**Ad "B" item 3:**                      **Regulation on air passengers rights**  
(Legal basis proposed by the Commission: Article 100(2) TFEU)  
*Political agreement*

**STATEMENT BY ESTONIA**

“Estonia expresses its appreciation for the great efforts of the Polish Presidency in leading the discussions on the proposal for the revision of Regulation (EC) No 261/2004 on air passenger rights and its efforts to build a compromise among the Member States. Estonia remains committed to establishing clear and straightforward rules that guarantee adequate care and assistance for passengers. At the same time, it is important to maintain a balanced approach that takes into account the obligations of air carriers, thereby supporting the sustainability of the aviation sector.

The Regulation shall primarily ensure that passengers receive appropriate care and assistance and are able to reach their destination as soon as reasonably possible. A clear and straightforward compensation system is essential to minimize inconvenience during disruptions and to incentivise carriers to operate delayed flights rather than cancel them.

During the negotiations, various delay thresholds were proposed. Estonia supports the introduction of a **uniform five-hour delay threshold** for all flights, regardless of journey length, under article 7 of the Regulation 261 /2004. Our detailed reasoning is as follows:

1. The use of a single threshold simplifies the Regulation, makes calculations of compensation simpler and clarifies compensation rules for passengers.
2. From the passenger's perspective, the impact of flight delays is fundamentally the same, regardless of the distance of the journey. Therefore, there is no need to distinguish compensation thresholds based on distance, as the experience of inconvenience due to delays does not vary.
3. In most cases five hours is sufficient time for air companies to repair the plane, find another aircraft or to provide alternative flights.

Given these considerations, the six-hour threshold proposed by the Presidency in the compromise proposal is unacceptable to us. Estonia finds that delays of five hours or more result in considerable inconvenience for passengers and should be compensated for.

In view of the significance of this issue, Estonia is not in a position to endorse the political agreement on the Air Passenger Rights Regulation and will therefore abstain.”

## STATEMENT BY THE REPUBLIC OF LITHUANIA

“In general, the Republic of Lithuania supports the objectives of the Air Passengers Rights proposal and welcomes the efforts made by the Presidency to achieve a Political Agreement on this dossier. However, while acknowledging the overall balance of the draft proposal, Lithuania considers that certain key elements deviate even from the currently applicable rules and would diminish passenger protection. In particular, the proposed text in Article 7 of the draft Political Agreement would weaken passengers' rights in cases of flight disruption or delays upon arrival following rerouting after cancellation, leading to longer waiting times and reduced compensation for the inconveniences caused.

The Republic of Lithuania believes that the main goal of the Aviation Passenger Rights legislation is to simplify and update the current rules, ensure clarity of obligations for all parties concerned, and provide adequate and balanced protection for passengers. At the same time, the Republic of Lithuania notes that the European Union has a sufficient range of other instruments available to strengthen the competitiveness of its aviation sector in the global market. However, the competitiveness of the European aviation industry should not come at the expense of travellers' rights. The Republic of Lithuania maintains that passenger rights are a key element and should remain a central focus of this proposal to maximise its value for society.”

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