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#### NOTE

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From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	9454/23 INIT
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 Chapters I and II

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In view of the Intermodal Transport Working Party on 26 May, delegations will find attached an updated version of the four-column document containing the articles of **Chapters I and II** of the above proposal (Articles 1 to 13).

New or revised Presidency compromises have been included on lines **144a, 183, 185, 190, 197, 198a, 199, 201c, 226, 230, 234, 236, 239, 245 and 251a**.

Changes to the previous version of the compromise or changes compared to the Council position are marked in **bold-underline** or in ~~strikethrough~~.

**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)**

	<b>Commission Proposal</b>	<b>Amended COM Proposal</b>	<b>EP Mandate</b>	<b>Council Mandate</b>	<b>Draft Agreement / Presidency compromises / Comments</b>
<b>CHAPTER I</b>					
<b>93</b>	CHAPTER I GENERAL PRINCIPLES			CHAPTER I GENERAL PRINCIPLES	
<b>Article 1</b>					
<b>94</b>	Article 1 Subject matter			Article 1 Subject matter	
<b>Article 1(1)</b>					
<b>95</b>	1. This Regulation establishes guidelines for the development of a trans-European transport network consisting of the comprehensive network and			1. This Regulation establishes guidelines for the development of a trans-European transport network consisting of the comprehensive network and	

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

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	trans-European transport network.			trans-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		1. This Regulation applies to the trans-European transport network as shown on the maps set out in Annex I. The trans-European transport	1. This Regulation applies to the trans-European transport network as shown <del>on the maps set out in Annex I and in the lists</del> <b>as specified in the maps set out in Annex I and in the lists</b> in Annex III. The	B, except the content of Annexes I and II.

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	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.		network comprises transport infrastructure, including infrastructure for the deployment of alternative fuels; <i>and</i> ICT systems for transport <del>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</del> <i>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.</i>	trans-European transport network comprises transport infrastructure, including infrastructure for the deployment of alternative fuels, ICT systems for transport as well as measures promoting the efficient management and use of such infrastructure 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			2. The infrastructure of the trans-European transport network consists of the infrastructure for railway transport, inland waterway	<b>B</b> EP accepts Council's text.

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	transport, maritime transport, road transport, air transport, multimodal transport and transport in urban nodes, as laid down in the relevant sections of Chapters II, III and IV.			transport, maritime transport, road transport, air transport, <b>and</b> multimodal transport <del>and transport</del> , <b>including</b> in urban nodes, as laid down in the relevant sections of Chapters II, III and IV.	
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)					

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106	(b) 'neighbouring country' means a country falling within the scope of the European Neighbourhood Policy, the Enlargement Policy, and the European Economic Area, the European Free Trade Association or the EU-UK Trade and Cooperation Agreement;			(b) 'neighbouring country' means a <b>third</b> country falling within the scope of the European Neighbourhood Policy, the Enlargement Policy, and the European Economic Area, the European Free Trade Association or the EU-UK Trade and Cooperation Agreement;	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 <del>defined in the Nomenclature</del> <b>reclassified in Regulation (EC) No 1059/2003 on the establishment of a common classification</b> 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			(d) 'cross-border section' means the section which ensures the continuity of a	

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

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	trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, logistic platforms and facilities and freight terminals, located in and around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local traffic;		the trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, <i>logistic platforms infrastructure for active modes, multimodal freight hubs</i> and facilities, <i>train turnaround terminals</i> and freight terminals, located in <del>and/or</del> around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local <i>and urban</i> traffic <i>of passengers and freight</i> ;	trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, logistic platforms and facilities and freight terminals; located in and around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local traffic, <b>including the one related to active modes</b> ;	
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			(g) 'isolated network' means the rail network of a Member State, or a part thereof, with a track gauge different from that of the European standard nominal track gauge (1435 mm), <del>for which certain major</del>	C - linked to Articles 16 and 16a

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	infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;			<del>infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;.</del>	
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;			<del>(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;</del>	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;	

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

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	uninterrupted traffic and information flows which achieve the required levels of performance for that infrastructure mode or segment;		mode or segment, <i>as well as between different modes</i> , to allow safe and uninterrupted traffic and information flows which achieve the required levels of performance for that infrastructure mode or segment;	uninterrupted traffic and information flows which achieve the 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 <del>Park and Ride stations and</del> 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)					

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117	(m) 'multimodal freight terminal' means a structure equipped for transshipment between at least two transport modes or between two different rail systems, and for temporary storage of freight, such as terminals in inland or maritime ports, along inland waterways, in airports as well as rail road terminals, including multimodal logistics platforms as referred to in Regulation (EU) 2021/1153;		(m) 'multimodal freight terminal' means a structure equipped for transshipment between at least two transport modes or between two different rail <i>or barge</i> systems, and for temporary storage of freight, such as terminals in inland or maritime ports, along inland waterways, in airports as well as rail road terminals, including multimodal logistics platforms as referred to in Regulation (EU) 2021/1153;	(m) 'multimodal freight terminal' means a structure equipped for transshipment between at least two transport modes or between two different rail systems, and for temporary storage of freight, such as terminals in inland or maritime ports, along inland waterways, in airports as well as rail road terminals, <del>including multimodal logistics platforms as referred to in</del> Regulation (EU) 2021/1153;	B
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</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

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			<i>logistics activities to be carried out; deleted</i>		
Article 3, first paragraph, point (o)					
119	(o) ‘sustainable urban mobility plan’ (SUMP) means a document for strategic mobility planning, aiming at improving accessibility to and mobility within the functional urban area (including commuting zones) for people, businesses and goods;			(o) ‘sustainable urban mobility plan’ (SUMP) means a document for strategic mobility planning, aiming at improving, <b>in a sustainable way,</b> accessibility to and mobility within the functional urban area ( <del>including commuting zones</del> ) for people, businesses and goods <b>in view in particular of a better quality of life;</b>	<b>B</b>
Article 3, first paragraph, point (p)					
120	(p) ‘active modes’ means 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 <b>or by a combination of electric motor and human power;</b>	(p) ‘active modes’ means the transport of people or goods, through non-motorised means, based on human physical activity, <b>including those with electric auxiliary propulsion as referred to</b>	<b>B</b> <b>Presidency compromise proposal:</b> (p) ‘active modes’ means the transport of people or goods, through non-motorised means, based

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				<b>in Article 2(2) (h) of Regulation (EU) No 168/2013;</b>	on human physical activity, including vehicles with electric auxiliary propulsion as referred to in Article 2(2) (h) of 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		(q) 'ICT systems for transport' means information and communications technology systems and applications using information, communication, navigation or positioning/localisation technologies, <b>including space based technologies</b> , enabling to process, store and exchange the data and information needed to manage infrastructure, mobility and traffic on the trans-European transport network effectively, to report relevant information to authorities and to provide value-added	(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	<b>B</b>  <b>Presidency compromise proposal (includes EP AM):</b>  (q) 'ICT systems for transport' means information and communications technology systems and applications using information, communication, navigation or positioning/localisation technologies, including space based technologies, enabling to process, store and exchange the data and information needed to manage infrastructure,

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

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	<p>Transport Systems in the field of road transport and for interfaces with other modes of transport<sup>1</sup>;</p> <p>1. Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).</p>			<p>Transport Systems in the field of road transport and for interfaces with other modes of transport<sup>1</sup> ;</p> <p>1. Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).</p>	
Article 3, first paragraph, point (s)					
123	<p>(s) 'Vessel Traffic Monitoring and Information Systems' (VTMIS) means systems deployed to monitor and manage traffic and maritime transport, using information from Automatic Identification Systems of Ships (AIS), Long-Range Identification and Tracking of Ships (LRIT) and coastal radar systems and radio communications as provided for in Directive 2002/59/EC of the European Parliament</p>			<p>(s) 'Vessel Traffic Monitoring and Information Systems' (VTMIS) means <del>systems deployed to monitor and manage traffic and maritime transport, using information from Automatic Identification Systems of Ships (AIS), Long-Range Identification and Tracking of Ships (LRIT) and coastal radar systems and radio communications as provided for in</del> <b>established by</b> Directive 2002/59/EC of the</p>	<b>B</b>

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	<p>and of the Council<sup>1</sup>, and includes the integration of the national maritime information systems through SafeSeaNet;</p> <p>1. Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJ L 208, 5.8.2002, p. 10).</p>			<p>European Parliament and of the Council<sup>1</sup>, <del>and includes the integration of the national maritime information systems through SafeSeaNet;</del></p> <p>1. Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJ L 208, 5.8.2002, p. 10).</p>	
Article 3, first paragraph, point (t)					
124	<p>(t) 'River Information Services' (RIS) means information and communication technologies on inland waterways as defined in Article 3, point (a) of Directive 2005/44/EC of the Parliament and of the Council<sup>1</sup>;</p> <p>1. Directive 2005/44/EC of the Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on</p>			<p>(t) 'River Information Services' (RIS) means information and communication technologies on inland waterways as defined in Article 3, point (a) of Directive 2005/44/EC of the Parliament and of the Council<sup>1</sup>;</p> <p>1. Directive 2005/44/EC of the Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on</p>	

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	inland waterways in the Community (OJ L 255, 30.9.2005, p. 152).			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 Council<sup>1</sup>;</p> <p><sup>1</sup> Regulation (EU) No 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64).</p>			<p>(u) ‘European Maritime Single Window environment’ (EMSWe) means the legal and technical framework <del>for the electronic transmission of information in relation to reporting obligations for port calls in the Union, which consists of a network of maritime National Single Windows and other harmonised components as provided for</del> <b>as defined in</b> Regulation (EU) 2019/1239 of the European Parliament and of the Council<sup>1</sup>;</p> <p><sup>1</sup> Regulation (EU) No 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64).</p>	B

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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 / <del>Air Navigation Service System</del> ' ( <del>ATM/ANS System</del> ) <del>means systems and constituents used for the provision of</del> <b>(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;</b>	(v) 'Air Traffic Management / Air Navigation Service System' (ATM/ANS System) means <del>systems and constituents used for the provision of air traffic management or air navigation services or</del> <b>both an ATM/ANS system as defined in Article 3(7) of Regulation (EU) 2018/1139;</b>	B
Article 3, first paragraph, point (w)					
127	(w) 'European Rail Traffic Management System' (ERTMS) means the system defined in the Annex, point		(w) 'European Rail Traffic Management System' (ERTMS) means the system defined in the Annex, point 2.2, to the	(w) 'European Rail Traffic Management System' (ERTMS) means the system <del>defined</del> <b>referred to in Directive (EU) 2016/797</b>	B

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	<p>2.2, to the Commission Regulation (EU) 2016/919<sup>1</sup>;</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>Commission Regulation (EU) 2016/919<sup>438</sup>, <b>and in the context of implementation deadlines, it refers to the two existing ERTMS parts: ETCS and GSM-R/GPRS/FRMCS</b>;</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>	<p><b>and</b> in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919<sup>1</sup>;</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>	
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) 2016/919<sup>1</sup>;</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</p>		<p>(x) ‘radio-based ERTMS’ means <del>ERTMS of the radio based train control system</del> <b>ETCS application</b> level 2 or level 3 that <b>can be used with or without a class B system and with or without lineside signals and</b> uses radio <b>(GSM-R/GPRS/FRMCS)</b> to pass <del>movement authorities to the</del> <b>all safety</b></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) 2016/919<sup>1</sup>;</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</p>	<b>B</b>

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	the European Union (OJ L 158, 15.62016, p.1).		<b>and non-safety related data exchange between track and</b> train pursuant to Commission Regulation (EU) 2016/919 <sup>439</sup> ;  <i><del>†. 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, 15.62016, p.1).</del></i>	the European Union (OJ L 158, 15.62016, 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;	
129a			<b>(ya) 'free-flowing river' means a river that supports connectivity of water, sediment, nutrients,</b>		<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>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>		
Article 3, first paragraph, point (z)					
130	(z) ‘maritime port’ means an area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of waterborne vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and		(z) ‘maritime port’ means an area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of <del>waterborne</del> <b>sea-going</b> vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and	(z) ‘maritime port’ means <del>an area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of waterborne vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and</del>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area;		the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area;	<del>disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area</del> <b>a maritime port as defined in Article 2(16) of Regulation (EU) 2017/352;</b>	
Article 3, first paragraph, point (aa)					
131	(aa) ‘short-sea shipping’ means the movement of cargo and passengers by sea between ports situated in geographical waters of Member States or between a port situated in waters of Member States and a port situated in waters of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union;		(aa) ‘short-sea shipping’ means the movement of cargo and passengers by sea between ports situated in geographical waters of <b>one or several</b> Member States or between a port situated in waters of Member States and a port situated in waters of a neighbouring third country having a coastline on the <del>enclosed</del> seas bordering waters of <del>the Union</del> <b>one or several Member States;</b>	(aa) ‘short-sea shipping’ means the movement of cargo and passengers by sea between ports situated in geographical waters of <b>one or several</b> Member States or between a port situated in waters of Member States and a port situated in waters of <del>a neighbouring</del> <b>adjacent</b> third country having a coastline on the <del>enclosed</del> seas bordering waters of <del>the Union</del> <b>one or several Member States;</b>	<b>B</b> EP accepts Council’s text.
Article 3, first paragraph, point (ab)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
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 Council<sup>1</sup>;</p> <p><sup>1</sup> 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 Council<sup>1</sup>;</p> <p><sup>1</sup> Regulation (EU) No 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).</p>	
Article 3, first paragraph, point (ac)					
133	<p>(ac) ‘Single European Sky’ (SES) means the procedures established under Regulation (EC) No 549/2004<sup>1</sup>, (EC) 550/2004<sup>2</sup>, (EC) No 551/2004<sup>3</sup>, and (EU) No 2018/1139<sup>4</sup> of the European Parliament and of the Council to reinforce air</p>			<p>(ac) ‘Single European Sky’ (SES) means the <del>procedures</del><b>systems</b> established under Regulation (EC) No 549/2004<sup>1</sup>, (EC) 550/2004<sup>2</sup>, (EC) No 551/2004<sup>3</sup>, and (EU) No 2018/1139<sup>4</sup> of the European Parliament and of</p>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	<p>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 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).</p>			<p>the Council to reinforce air traffic safety standards, to contribute to the sustainable development of the air transport system and to improve the overall performance of air traffic management and air navigation services for general air traffic <b>in Europe</b>;</p> <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 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</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
				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 <del>landing and take-off</del> <b>take-off and landing</b> of vertical take-off and landing (VTOL) aircrafts;	<b>A</b> EP accepts Council's text.
Article 3, first paragraph, point (ae)					
135	(ae) 'spaceport' means an installation for testing and launching space crafts;			(ae) <del>'spaceport'</del> <b>aircraft contact stand'</b> means <del>an installation for testing and launching space crafts</del> <b>a stand in a designated area of the airport apron equipped with a passenger boarding bridge;</b>	<b>B - Change of structure ('Spaceport' moved to paragraph 'afa').</b>
Article 3, first paragraph, point (af)					
136	(af) 'SESAR project' means a project of the			(af) 'SESAR project' means <del>at</del> <b>the</b> project <del>of the</del>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	Single European Sky ATM Research programme, the technological pillar of Europe's Single European Sky (SES) framework;			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;	
Article 3, first paragraph, point (afa)					
136a				(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					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	(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/EC<sup>1</sup>;</p> <p><sup>1</sup> Council Decision 2009/320/EC of 30 March 2009 endorsing the European Air Traffic Management Master Plan of the Single European Sky ATM Research (SESAR) project (OJ L 95, 9.4.2009, p. 41).</p>			<p>(ah) 'European ATM Master Plan' means the <del>main planning tool for ATM modernisation defining the development and deployment priorities needed to deliver the SESAR,</del> <b>asplan</b> endorsed by Council Decision 2009/320/EC<sup>1</sup>, <b>and as subsequently amended<sup>2</sup></b>;</p> <p><sup>1</sup> <del>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).</del></p> <p><sup>2</sup> <b>Council Decision 2009/320/EC of 30 March 2009 endorsing the European Air Traffic Management Master Plan of the Single European Sky ATM</b></p>	<b>B</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).	
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 safety, in line with this Regulation;		(aj) 'maintenance' means activities <b>and works</b> that have to be undertaken routinely; <b>or</b> periodically <del>or in emergency situations in order to be able to use the asset over its expected service life cycle with the same level of service and safety, in line with this Regulation;</del> <b>with the intention of maintaining the condition and capability of existing infrastructure during its lifetime in order to ensure high level of services</b> services and safety,	(aj) 'maintenance' means activities <del>that have to be undertaken routinely, periodically or in emergency situations in order to be able to use the asset over its expected service life cycle with the same level of service and safety, in line with this Regulation;</del> <b>works intended to maintain the condition and capability of existing infrastructure during its lifetime;</b>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			in line with this Regulation;		
Article 3, first paragraph, point (ak)					
141	<p>(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<sup>1</sup>;</p> <p><sup>1</sup>. Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects</p>			<p>(ak) 'socio-economic cost-benefit analysis' means a quantified ex-ante evaluation, based on a recognised methodology, of the value of a project, taking into account all the relevant social, economic, <b>health</b>, climate-related and environmental benefits and costs. The analysis of climate-related and environmental costs and benefits shall be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU of the European Parliament and of the Council<sup>1</sup>;</p> <p><sup>1</sup>. Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects</p>	<p><b>B</b> EP accepts Council's text.</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	on the environment (OJ L 26, 28.1.2002, p. 1).			on the environment (OJ L 26, <del>28.1.2002</del> <b>28.1.2012</b> , p. 1).	
Article 3, first paragraph, point (al)					
142	(al) ‘alternative fuels’ means alternative fuels as defined in Article 2(3) of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];			(al) ‘alternative fuels’ means alternative fuels as defined in Article 2(3) of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];	
Article 3, first paragraph, point (am)					
143	(am) ‘safe and secure parking area’ means a parking area accessible to drivers engaged in the carriage of goods or passengers, meeting the requirements of Article 8a (1) of Regulation (EC) No 561/2006 of the European Parliament and of the Council <sup>1</sup> and which has been certified in accordance with Union standards and procedures, pursuant to			(am) ‘safe and secure parking area’ means a parking area accessible to drivers engaged in the carriage of goods or passengers, meeting the requirements of Article 8a (1) of Regulation (EC) No 561/2006 of the European Parliament and of the Council <sup>1</sup> and which has been certified in accordance with Union standards and procedures, pursuant to	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	<p>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>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 Council<sup>1</sup>.</p> <p>1. Council directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions</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 Council<sup>1</sup>.</p> <p>1. Council directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions</p>	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59).			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				<b>(ao) ‘project authorising decision’ means the decision or a set of decisions, which may be of an administrative nature, taken simultaneously or successively by an authority or by authorities of a Member State, not including administrative and judicial appeal authorities, under a national legal system and administrative law that determine whether or not a project promoter is entitled to implement the project on the geographical area concerned on the core, extended core or comprehensive network, without prejudice to any decision taken in the</b>	<b>B</b> Presidency proposes to keep the GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
				context of an administrative or judicial appeal procedure.	
144b			<i>(ana) 'project authorising decision' means the decision or a set of decisions, which may be of an administrative nature, taken simultaneously or successively by an authority or by authorities of a Member State, not including administrative and judicial appeal authorities, under a national legal system and administrative law that determine whether or not a project promoter is entitled to implement the project on the geographical area concerned on the trans-European transport network, without prejudice to any decision taken in the context of an</i>		<b>B</b> Presidency proposes to keep the GA.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>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 processing of permit-granting procedures in accordance with Directive (EU) 2021/1187 of the European Parliament and the Council (the "Smart TEN-T Directive");</i>		B
144d					B

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
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
144g			<i>(anf) ‘significant delay’ means projects, operational and technical standards on the core, extensive and comprehensive network which are delayed for</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>more than two years in relation to the implementing deadlines laid down in this Regulation, and in implementing acts provided for therein;</i>		
Article 4					
145	Article 4 Objectives of the trans-European transport network			Article 4 Objectives of the trans-European transport network	
Article 4(1)					
146	1. The overall objective of the development of the trans-European network is to establish one multimodal Union wide network of high quality standards.			1. The overall objective of the development of the trans-European <b>transport</b> network is to establish one multimodal Union wide network of high quality. <del>standards.</del>	<b>A</b> EP accepts Council's text.
Article 4(2)					
147					<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	2. The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is sustainable, efficient and resilient and which increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:		2. The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is <b>competitive</b> , sustainable, efficient and resilient and which increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:	2. The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is sustainable, <b>safe</b> , efficient and resilient and which increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:	Presidency compromise proposal:  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:
Article 4(2), point (a)					
148	(a) sustainability through:			(a) sustainability through:	
Article 4(2), point (a)(i)					
149	(i) promotion of zero-emission mobility in line with the relevant Union CO <sub>2</sub> reduction targets;		(i) promotion of <del>zero-emission</del> <b>zero- and low-emission</b> mobility in line with the relevant	(i) promotion of <del>zero-emission</del> <b>zero and low emission</b> mobility in line	Identical amendments.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			Union CO <sub>2</sub> reduction targets;	with the relevant Union CO <sub>2</sub> reduction targets;	
Article 4(2), point (a)(ii)					
150	(ii) enabling greater use of more sustainable modes of transport, including by further developing a long-distance rail passenger network at high speed and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network across the Union;		(ii) enabling greater use of more sustainable modes of transport, including by further developing a <b>fully interoperable</b> long-distance rail passenger network at high speed and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network <b>for passengers and freight</b> across the Union;	(ii) enabling greater use of more sustainable modes of transport, <del>including in particular</del> <b>including in particular</b> by further developing a long-distance rail passenger network, <b>including</b> at high speed, <del>and an and a fully</del> interoperable rail freight network, a reliable inland waterway and short-sea shipping network across the Union <b>and also by promoting active modes of transport</b> ;	<b>B</b> 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 and freight across the Union;
Article 4(2), point (a)(iii)					
151	(iii) increased environmental protection;			(iii) increased environmental protection;	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
Article 4(2), point (a)(iv)					
152	(iv) reduction of external costs including those related to environment, health, congestion and accidents;		(iv) reduction of <del>external costs</del> <b>negative externalities</b> including those related to environment, <b>climate</b> , health, congestion and accidents;	(iv) reduction of <del>external costs</del> <b>negative externalities</b> 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 technologies, including through alternative fuels infrastructure, and optimization of synergies with the Regulation (EU) 2022/869 of the European Parliament and of the Council<sup>1a</sup>;</i>		B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<p>— <sup>1a</sup> 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).</p>		
153b			<i>(vb) promotion of active modes infrastructure;</i>		B - similar amendment by the Council in line 150.
Article 4(2), point (b)					
154	(b) cohesion through:			(b) cohesion through:	
Article 4(2), point (b)(i)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
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, <i>including paying particular attention to</i> 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 <i>while increasing the capacity of the network within and</i> between Member States;	(ii) reduction of infrastructure quality gaps between <b>regions and</b> Member States;	B
Article 4(2), point (b)(iii)					
157	(iii) for both passenger and freight traffic, efficient coordination and interconnection between transport infrastructure for, on the one hand,		(iii) for both passenger and freight traffic, efficient coordination and interconnection between transport infrastructure for, on the one hand,	(iii) for both passenger and freight traffic, efficient coordination and interconnection between transport infrastructure for, on the one hand,	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	long-distance traffic and, on the other, regional and local traffic and transport services in urban nodes;		long-distance traffic and, on the other, regional and local traffic <del>and</del> <b>in order to improve</b> transport services, <b>including</b> in urban nodes;	long-distance traffic and, on the other, regional and local traffic and transport services in urban nodes;	
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			<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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
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 <del>them</del> <b>Member States, and connecting, where appropriate, to neighbouring third countries;</b>	(i) the removal of infrastructure bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between <del>these</del> <b>them</b> , within Member States' territories and between them;	B
Article 4(2), point (c)(ii)					
161	(ii) the removal of functional, administrative, technical and operational interoperability bottlenecks, including gaps in digitalisation,			(ii) the removal of <del>functional, administrative, technical and operational</del> interoperability bottlenecks, including gaps in digitalisation;;	B

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	economic growth and competitiveness;			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;	
166a			<i>(vii a) optimisation of the capacity of the rail network;</i>		B
166b			<i>(vii b) continuous and efficient maintenance programs;</i>		B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
166c			<i>(viic) 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	(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		(i) ensuring the accessibility for and meeting the mobility and transport needs of users, taking into account in	(i) ensuring the accessibility for <b>users</b> and meeting <del>the</del> <b>their</b> mobility and transport needs <del>of users</del> , taking into account in	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	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;		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>and in rural and sparsely populated areas, thereby preventing and mitigating mobility poverty;</b>	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;	
Article 4(2), point (d)(ii)					
169	(ii) ensuring safe, secure and high-quality standards, including quality of services to the users, for both passenger and freight transport;		(ii) ensuring safe, secure and high-quality standards, including quality of services to the users, for both passenger and freight transport, <b>as well as good working conditions for workers;</b>	(ii) ensuring safe, secure and high-quality standards, including quality of services to the users, for both passenger and freight transport;	B
Article 4(2), point (d)(iii)					
170	(iii) the establishment of infrastructure requirements,			(iii) <del>the establishment of infrastructure requirements,</del>	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	in particular in the field of interoperability, safety and security, which ensure quality, efficiency and sustainability of transport services which are accessible and affordable;			<del>in particular in the field of interoperability, safety and security, which</del> <b>ensures</b> supporting the quality, efficiency and sustainability of transport services which are accessible and affordable;	
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 disabilities or reduced mobility;			(iv) supporting mobility that is fit for the changing climate and resilient to natural hazards and human-made disasters, and <b>ensures</b> facilitates efficient and fast deployment of emergency and rescue services, including for persons with disabilities or reduced mobility;	<b>B</b>
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	(v) ensuring the resilience of infrastructure, in particular on cross-border sections;	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			sections <i>and critical infrastructure</i> ;		
Article 4(2), point (d)(vi)					
173	(vi) offering alternative transport solutions, including on other modes, in case of network disturbances.			(vi) offering alternative transport solutions, including on other modes, in case of network disturbances-;	
Article 4(2), point (d)(vii)					
173a				<b>(vii) supporting active modes of mobility by enhancing accessibility and quality of related infrastructure, thereby improving safety and health for active users of infrastructure and fostering the environmental benefits of those modes.</b>	B - Linked to Council AM in line 150 and to EP amendment in line 153b.
173b					c

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<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>		
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
173d			<i>(vic) ensuring common European digital and interoperable systems for passengers information</i>		B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>and ticketing and freight transport coordination;</i>		
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 Resource-efficient network and environmental protection  		Article 5 Resource-efficient, <i>resilient</i> network and environmental protection	Article 5 Resource-efficient network and environmental protection	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
Article 5(1)					
175	1. The trans-European transport network shall be planned, developed and operated in a resource-efficient way, complying with the applicable Union and national environmental requirements, through:			1. The trans-European transport network shall be planned, developed and operated in a resource-efficient way, <del>complying and in</del> <b>accordance</b> 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 improvement of the infrastructure and by keeping the infrastructure operational;			(a) the development of new infrastructure, the improvement and maintenance of existing transport infrastructure, notably by including maintenance over the life-time of the infrastructure in the planning phase of construction or improvement of the infrastructure and by keeping the infrastructure operational;	

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	(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, <b>where such deployment is economically justified or required to improve safety and security;</b>	B
Article 5(1), point (e)					
180	(e) the optimisation of infrastructure use, in particular through efficient capacity and traffic management;			(e) the optimisation of infrastructure use, in particular through efficient capacity and traffic management <b>and the shift towards more sustainable mobility patterns, including the development of sustainable, attractive and efficient multimodal transport services;</b>	B
Article 5(1), point (f)					
181	(f) the taking into account of possible synergies with other networks, in particular		(f) the taking into account of possible synergies with other networks, <b>including</b>	(f) the taking into account of possible synergies with other networks, in particular	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	the trans-European energy or telecommunication networks;		<i>active modes</i> , in particular the trans-European energy or telecommunication networks <i>including the whole electric grid in order to ensure consistency between the recharge infrastructure planning and the respective grid planning ; synergies with the EuroVelo network or network identified in EU Military Requirements for Military Mobility</i> ;	the trans-European energy or telecommunication networks <b>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 and degradation of ecosystems;		(g) the development of green, sustainable and climate resilient infrastructure, <i>including infrastructure dedicated to active modes</i> , designed to minimise the negative impact on the health of citizens living around the network, the environment, <i>air and noise pollution</i> ,	(g) the development of green, sustainable and climate resilient infrastructure designed to <del>minimise</del> <b>reduce as much as possible</b> the negative impact on the health of citizens living around the network, the environment and degradation of ecosystems;	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			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, <b>especially at cross-border sections</b> , with regard to a changing climate as well as natural hazards and human-made disasters, as well as <b>disruptions, intentional or not, including for traffic</b> , with a view to addressing those challenges;	<b>B</b> <b>Presidency compromise proposal :</b>  (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 and geopolitical context, as well as natural hazards and human-made disasters, as well as disruptions, intentional or not, with a view to addressing those challenges and with a view to enabling <u>adequate rapid response and timely recovery</u> from those disruptions <b><u>and to facilitate supply chains</u></b> ;

	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) <del>the resilience of infrastructure, especially at cross-border sections, assuring to respond and recover rapidly from traffic disruptions.</del>	<b>B</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 <del>within the limits indicated in Article 56(1), point (e);</del> taking into account the particular circumstances in the various parts of the Union, such as topographical features of the regions concerned and environmental considerations while ensuring compliance with this Regulation. <b>Such adaptation shall not go</b>	<b>B</b> <b>Presidency compromise proposal :</b>  2. In planning and developing the trans-European transport network, Member States may adapt the detailed route alignment of sections taking into account the particular circumstances in the various parts of the Union, such as topographical features of the regions concerned and environmental considerations while ensuring compliance with this Regulation. Such adaptation shall not go beyond what is allowed by

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				<b>beyond what is allowed by the relevant project authorising decision.</b>	the relevant project authorising decision in line with Article 56(1), point (e).  <b><u>To be read in conjunction with line 751. The last sentence added mirrors the last sentence of Article 56(e) in line 751.</u></b>
Article 5(3)					
186	3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC <sup>1</sup> , Directives 2000/60/EC <sup>2</sup> , 2001/42/EC <sup>3</sup> , 2002/49/EC <sup>4</sup> , 2009/147/EC <sup>5</sup> and 2011/92/EU of the European Parliament and of the Council <sup>6</sup> . For the projects of common interest for which the environmental assessment has not yet been carried out at the date of entry into force of this Regulation, it should also include the assessment of		3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC <sup>49</sup> , Directives 2000/60/EC <sup>50</sup> , 2001/42/EC <sup>51</sup> , 2002/49/EC <sup>52</sup> , 2009/147/EC <sup>53</sup> and 2011/92/EU of the European Parliament and of the Council <sup>54</sup> . For the projects of common interest for which the environmental assessment has not yet been carried out at the date of entry into force of this Regulation, it	3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC <sup>1</sup> , Directives 2000/60/EC <sup>2</sup> , 2001/42/EC <sup>3</sup> , 2002/49/EC <sup>4</sup> , 2009/147/EC <sup>5</sup> and 2011/92/EU of the European Parliament and of the Council <sup>6</sup> . For the projects of common interest for which the <b>procurement process for an environmental assessment</b> has not yet been <del>carried out</del> <b>initiated</b> at the date of entry into force of this Regulation, <del>it should</del>	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	<p>the compliance with the “do no significant harm” principle.</p> <p>1. Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7).</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</p>		<p>should also include the assessment of the compliance with the "do no significant harm" principle.</p> <p><b><i>Those environmental assessments shall be carried out in strict compliance with the maximum timeframe set in the Smart TEN-T Directive.</i></b></p> <p><i>1. Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7).</i></p> <p><i>2. Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1).</i></p> <p><i>3. Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (OJ L 197, 21.7.2001, p. 30).</i></p> <p><i>4. Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and</i></p>	<p><del>also include the assessment of the compliance with the</del> "do no significant harm" principle <b>should also be assessed.</b></p> <p>1. Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7).</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>	

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	the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.2012, p. 1).		<i>management of environmental noise (OJ L 189-18.7.2002, p. 12).</i> <i>5. Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (OJ L 20, 26.1.2010, O. 7).</i> <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			1. <b>Without prejudice to Article 8, paragraph 4a,</b> the trans-European transport network shall be gradually developed in three steps: the completion of a core network by 31 December	<b>BC</b>

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	31 December 2040 and the comprehensive network by 31 December 2050. This shall be achieved, in particular, by implementing a structure for that network with a coherent and transparent methodological approach, comprising a comprehensive network and a core and extended core network, with transport and urban nodes as connecting points between long distance traffic and the regional and local transport networks.			2030, of an extended core network by 31 December 2040 and the comprehensive network by 31 December 2050, <b>unless otherwise specified in this Regulation</b> . This shall be achieved, in particular, by implementing a structure for that network with a coherent and transparent methodological approach, comprising a comprehensive network and a core and extended core network, with transport and urban nodes as <b>multimodal</b> connecting points between long distance traffic and the regional and local transport networks.	
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			2. The comprehensive network shall consist of all existing and planned transport infrastructures of the trans-European transport network as well as measures	

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	promoting the efficient and socially and environmentally sustainable use of such infrastructure.			promoting the efficient and socially and environmentally sustainable use of such infrastructure.	
Article 6(3)					
190	3. The core and extended core network shall consist of those parts of the trans-European transport network which shall be developed as a matter of priority for achieving the objectives for the development of the trans-European transport network.		3. The core and extended core network shall consist of those parts of the trans-European transport network which shall be developed <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.	<p><b>C</b></p> <p><b>Presidency compromise proposal (Previous Presidency compromise not acceptable to the EP):</b>  The core and extended core network shall consist of those parts of the trans-European transport network which shall be developed <del>and completed</del> as a matter of priority, <b><u>and completed by 2030 and by 2040 respectively,</u></b> for achieving the objectives for the development of the trans-European transport network.</p>
Article 7					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
191	Article 7 European Transport Corridors			Article 7 European Transport Corridors	
Article 7, first paragraph					
192	The European Transport Corridors shall consist of the parts of the trans-European transport network which are of the highest strategic importance for the development of sustainable and multimodal freight and passenger transport flows in Europe and for the development of interoperable high quality infrastructure and operational performance.			The European Transport Corridors shall consist of the parts of the <del>trans-European</del> <b>transportcore or extended core</b> network which are of the highest strategic importance for the development of sustainable and multimodal freight and passenger transport flows in Europe and for the development of interoperable high quality infrastructure and operational performance.	<b>B</b> EP accepts Council's text.
Article 8					
193	Article 8 Projects of common interest			Article 8 Projects of common interest	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
Article 8(1)					
194	1. Projects of common interest shall contribute to the development of the trans-European transport network through the creation of new transport infrastructure, through the upgrading of the existing transport infrastructure or through measures promoting the resource-efficient use of the network.			1. Projects of common interest shall contribute to the development of the trans-European transport network through the creation of new transport infrastructure, through the upgrading of the existing transport infrastructure or through measures promoting the resource-efficient use of the network.	
Article 8(2)					
195	2. A project of common interest shall:			2. A project of common interest shall:	
Article 8(2), point (a)					
196	(a) contribute to the objectives falling within at least two of the four categories set out in Article 4;			(a) <del>contribute</del> <b>demonstrate European added value by contributing</b> to the objectives falling within at least two of the four categories set out in Article 4; <b>and</b>	<b>B</b> EP accepts Council's text.

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Article 8(2), point (b)					
197	(b) be economically viable on the basis of a socio-economic cost-benefit analysis;			(b) be economically viable on the basis of a socio-economic cost-benefit analysis; <b>or, in case of sparsely populated areas, have a positive contribution to the development of the network on the basis of a socio-economic cost-benefit analysis.</b>	<b>BC</b> (b) be economically viable on the basis of a socio-economic cost-benefit analysis; or, in case of projects in sparsely populated areas <b><u>or projects that are essential for the dual use network</u></b> have a positive contribution to the development of the network on the basis of a socio-economic cost-benefit analysis.  <b><u>EP counterproposal:</u></b> (b) be economically viable on the basis of a socio-economic cost-benefit analysis; or, in case of projects in sparsely populated areas or <b><u>projects that are essential for the dual use network referred to in Article 47a</u></b> have a

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
					positive contribution to the development of the network on the basis of a socio-economic cost-benefit analysis.
Article 8(2), point (c)					
198	(c) demonstrate European added value.			(c) <del>demonstrate European added value.</del>	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 deemed essential to ensure necessary military mobility across the Union in line with article 47a of this Regulation.</i>		C – Presidency proposes to merge with line 197.
Article 8(3)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
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 <b>(including maintenance)</b> and evaluation.	3. A project of common interest encompasses its entire cycle, including feasibility studies and permission procedures, construction, operation and evaluation.	<b>B</b>  <b>Presidency proposal:</b>  3. A project of common interest encompasses its entire cycle, including feasibility studies and permission procedures, construction, operation <b>(including maintenance), maintenance,</b> and evaluation.
Article 8(4)					
200	4. Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union and national law, in particular with Union legal acts on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility as		4. Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union and national law, <del>in particular with Union legal acts on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility as well as</del>	4. Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union and national law, in particular with Union legal acts on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility as	<b>B</b>

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	well as legislation on non-discrimination.		<del>legislation on non-discrimination.</del>	well as legislation on non-discrimination.	
Article 8(4a)					
200a				<b>4a. The implementation of projects of common interest depends on their degree of maturity, the compliance with Union and national legal procedures, and the availability of financial resources, without prejudging the financial commitment of a Member State or of the Union.</b>	<b>C</b>
Article 8(5)					
201	5. The Commission may require Member States by means of an implementing act to establish a single entity for the construction and management of cross-border infrastructure projects of common interest. The relevant European		5. The Commission may require Member States by means of an implementing act to establish a single entity for the <b>planning</b> , construction and management of cross-border infrastructure projects of common	5. The Commission may <del>require</del> <b>recommend</b> Member States <del>by means of an implementing act to</del> establish a single <del>entity</del> <b>entities</b> for the <b>coordination</b> , construction <del>and/or</del> management of cross-border infrastructure	<b>C</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	Coordinator shall have the status of observer in the management or supervisory board or in both of that single entity.		interest. The relevant European Coordinator shall have the status of observer in the management or supervisory board or in both of that single entity.	projects of common interest, <b>especially for large-scale and complex ones</b> . The relevant European Coordinator shall have the status of observer in the management or supervisory board or in both a <b>similar steering body</b> of that single entity.	
201a			<i>5a. Member States shall take all necessary measures to ensure that the projects are maintained in such a way that they provide the same level of service and safety, and ensure sufficient capacity, throughout their lifetime.</i>		C
201b			<i>5b. Member States shall take all necessary measures to ensure</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>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>		
201c			<i>5c. Where specific permit-granting procedures for priority projects exist under national law, Member States shall ensure that projects of common interest which are part of the core network are handled under those procedures, where and in the manner such treatment is provided for in national legislation applicable to the corresponding types of transport infrastructure.</i>		<p><b>C</b></p> <p>Presidency compromise proposal :</p> <p>5c. Member States shall <b><u>make all possible efforts to</u></b> ensure that projects of common interest are implemented in an efficient way, making use of rapid and streamlined administrative procedures, provided for in national legislation applicable to the corresponding types of transport infrastructure.</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>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>		
201d			<i>5d. By ... [6 months from the date of entry into force of this Regulation] the Commission shall establish, through an implementing act, a harmonised methodology for the socio-economic cost-benefit analysis of projects of common interest referred to in paragraph 2 and paragraph 5b of this Article. That methodology shall enable a transparent, comparative appraisal of different project proposals</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>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 infrastructure networks with a view to enhancing economic growth and competitiveness, and in particular to:			1. The Union may cooperate with <del>neighbouring</del> <b>third</b> countries in order to connect the trans-European transport network with their infrastructure networks <b>through the projects of common interests, where relevant</b> with a view to enhancing <b>sustainable</b>	<b>B</b> EP accepts Council's text.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
				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, <i>including for the deployment of alternative fuels infrastructure;</i>	(a) promote the extension <b>into third countries</b> of the trans-European transport network policy <del>into third countries</del> <b>together with other related Union policies, in particular in the fields of environment and climate protection;</b>	<b>B</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 crossing points, in order to guarantee seamless traffic flows, border checks, border surveillance and other border control procedures;			(b) ensure the connection between the trans-European transport network and the transport networks of the third countries at border crossing points, <b>including on the territory of the third country</b> in order to guarantee seamless traffic flows, border checks, border	<b>B</b> EP accepts Council's text.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
				surveillance and other border control procedures;	
Article 9(1), point (ba)					
205a				<b>(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>	<b>B</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)					
207	(d) promote the interoperability between the trans-European transport			(d) promote the interoperability between the trans-European transport	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	network and networks of third countries;			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, <b>including third countries in direct proximity to the Union's outermost regions;</b>	(e) facilitate maritime transport and promote short-sea shipping routes with third countries <b>provided they do not contribute to carbon leakage;</b>	B
Article 9(1), point (f)					
209	(f) facilitate inland waterway transport with third countries;			(f) facilitate inland waterway transport with third countries;	
Article 9(1), point (g)					
210	(g) facilitate air transport with third countries, in order to promote efficient and sustainable economic growth and competitiveness, including the extension of			(g) facilitate air transport with third countries, in order to promote efficient and sustainable economic growth and competitiveness, including the extension of	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	the Single European Sky and improved air traffic management cooperation;			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				<b>(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>	<b>B</b> EP could potentially accept Council's text.
211b					<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>(ha) facilitate railway transport with third countries.</i>		
211c			<i>1a. In the next Multiannual Financial Framework (MFF) 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				<b>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>	B
CHAPTER II					
213	CHAPTER II GENERAL PROVISIONS			CHAPTER II GENERAL PROVISIONS	
Article 10					

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

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
218	(c) meet the requirements for the transport infrastructures set out in this Chapter and Chapters III and IV;			(c) meet the requirements for the transport infrastructures set out in this Chapter and Chapters III and IV;	
Article 10(1), point (d)					
219	(d) constitute the basis for the identification of projects of common interest.			(d) constitute the basis for the identification of projects of common interest.	
Article 10(2)					
220	2. The core network and extended core network shall consist of those parts of the comprehensive network which shall be developed as a matter of priority for achieving the objectives of the trans-European transport network policy. References to ‘core network’ in Regulation (EU) 2021/1153 shall be construed as including ‘extended core network’ as defined in this		2. The core network and extended core network shall consist of those parts of the comprehensive network which shall be developed as a matter of priority for achieving the objectives of the trans-European transport network policy. References to ‘ <i>comprehensive network</i> ’ in <i>Regulation (EU) 2021/1153 shall be construed as including ‘extended core network’ as</i>	2. The core network and extended core network shall consist of those parts of the comprehensive network which shall be developed as a matter of priority for achieving the objectives of the trans-European transport network policy. References to ‘core network’ in Regulation (EU) 2021/1153 shall be construed as including ‘extended core network’ as defined in this	B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	<p>Regulation. References to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘core network’ as defined in this Regulation. References to ‘comprehensive network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.</p>		<p><i>defined in this Regulation, until a Member State has already completed its core network. Once a Member state has completed its core network, references to ‘core network’ in Regulation (EU) 2021/1153 shall be construed as including ‘extended core network’ as defined in this Regulation. References to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘core network’ as defined in this Regulation. References to ‘comprehensive network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.</i></p>	<p>Regulation.– References to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘core network’ as defined in this Regulation. References to ‘comprehensive network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.</p>	
Article 10(3)					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
221	3. The nodes of the network are set out in Annex II and include urban nodes, airports, maritime ports and inland ports, and rail road terminals.			3. The nodes of the network are set out in Annex II and include urban nodes, <b>and transport nodes</b> (airports, maritime ports <del>and</del> , inland ports, <del>and</del> rail road terminals <b>and terminals along inland waterways</b> ).	<b>B</b>
Article 10(4)					
222	4. Member States shall take the appropriate measures for the core network, the extended core network and the comprehensive network to be developed in order to comply with the relevant provisions of this Regulation by the dates specified in Article 6(1), unless specified otherwise in this Regulation.			4. Member States shall take the appropriate measures for the core network, the extended core network and the comprehensive network to be developed in order to comply with the relevant provisions of this Regulation by the dates specified in Article 6(1), unless specified otherwise in this Regulation.	
Article 11					
223	Article 11			Article 11	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	General provisions for the European Transport Corridors			General provisions for the European Transport Corridors	
Article 11(1)					
224	1. The European Transport Corridors are as specified in the maps in Annex III.			1. The <b>nine</b> European Transport Corridors, <b>namely : <del>are as specified in the maps in Annex III.</del></b>	<b>A</b> EP is considering Council AM.
Article 11(1)(i)					
224a				<b>i. Atlantic;</b>	<b>A</b>
Article 11(1)(ii)					
224b				<b>ii. Baltic Sea – Black Sea – Aegean Sea;</b>	<b>A</b>
Article 11(1)(iii)					
224c				<b>iii. Baltic Sea – Adriatic Sea;</b>	<b>A</b>
Article 11(1)(iv)					

	<b>Commission Proposal</b>	<b>Amended COM Proposal</b>	<b>EP Mandate</b>	<b>Council Mandate</b>	<b>Draft Agreement / Presidency compromises / Comments</b>
224d				<b>iv. Mediterranean;</b>	A
Article 11(1)(v)					
224e				<b>v. North Sea – Rhine – Mediterranean;</b>	A
Article 11(1)(vi)					
224f				<b>vi. North Sea – Baltic;</b>	A
Article 11(1)(vii)					
224g				<b>vii. Rhine – Danube;</b>	A
Article 11(1)(viii)					
224h				<b>viii. Scandinavian – Mediterranean;</b>	A
Article 11(1)(ix)					
224i				<b>ix. Western Balkans – Eastern Mediterranean,</b>	A

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
Article 11(1) end of sentence					
224j				are specified in the maps in Annex III.	A
Article 11(2)					
225	2. Member States shall take the appropriate measures for the European Transport Corridors to be developed in order to comply with the provisions of this Regulation, by 31 December 2030 for their infrastructure which is part of the core network, unless specified otherwise, and by 31 December 2040 for their infrastructure which is part of the extended core network, unless specified otherwise.		2. Member States shall take the appropriate measures for the European Transport Corridors to be developed in order to comply with the provisions of this Regulation, by 31 December 2030 for their infrastructure which is part of the core network, unless specified otherwise <b>in this Regulation</b> , and by 31 December 2040 for their infrastructure which is part of the extended core network, unless specified otherwise <b>in this Regulation</b> .	2. Member States shall take the appropriate measures for the European Transport Corridors to be developed in order to comply with the provisions of this Regulation, by 31 December 2030 for their infrastructure which is part of the core network, <del>unless specified otherwise</del> , and by 31 December 2040 for their infrastructure which is part of the extended core network, unless specified otherwise <b>in this Regulation</b> .	B
Article 11(3)					
226					C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	<p>3. The Commission is empowered to adopt delegated acts in accordance with Article 60 of this Regulation to amend the alignment of the European Transport Corridors in Annex III to this Regulation, in order to take into account, in particular, the development of major trade flows and traffic or substantial changes to the network.</p>			<p>3. <b>Subject to Article 172(2) TFEU</b>, the Commission is empowered to adopt delegated acts in accordance with Article 60 of this Regulation to amend <b>within the limits of Article 7</b> the alignment of the European Transport Corridors in Annex III to this Regulation, in order to take into account, <del>in particular,</del> the development of major trade flows and traffic or substantial changes to the network. <b>With respect to amendments to alignments of corridors affecting the parts in the territory of neighbouring countries, such delegated acts shall be based on high-level agreements on transport infrastructure networks between the Union and the neighbouring countries concerned.</b></p>	<p><b>Presidency compromise proposal:</b></p> <p>3. Subject to <b><u>the approval of the Member State concerned in accordance with the second paragraph of</u></b> Article 172(2) TFEU, the Commission is empowered to adopt delegated acts in accordance with Article 60 of this Regulation to amend within the limits of Article 7 the alignment of the European Transport Corridors in Annex III to this Regulation, in order to take into account the development of major trade flows and traffic or substantial changes to the network. With respect to amendments to alignments of corridors affecting the parts in the territory of neighbouring countries, such delegated acts shall be based on high-level agreements on transport infrastructure networks between the Union and the</p>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
					neighbouring countries concerned.
Article 12					
227	Article 12 General priorities for the core, the extended core and the comprehensive network			Article 12 General priorities for the core, the extended core and the comprehensive network	
Article 12(1)					
228	1. In the development of the core, the extended core and the comprehensive network, general priority shall be given to measures that are necessary for:			1. In the development of the core, the extended core and the comprehensive network, general priority shall be given to measures that are necessary for:	
Article 12(1), point (a)					
229	(a) increasing freight and passenger transport activity of more sustainable modes of transport in view of a reduction of GHG emissions from transport;		(a) increasing <i>the share of</i> freight and passenger transport activity of more sustainable modes of transport in view of a reduction of GHG emissions <i>and pollution</i> from transport;	(a) increasing <del>freight and passenger transport activity</del> <i>the share</i> of more sustainable modes of transport <b>for freight and passengers, in particular</b> in view of a reduction of GHG emissions <b>and</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
				pollution and of an increase of social and economic benefits from transport;	
Article 12(1), point (b)					
230	(b) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration territorial and social cohesion as well as the specific case of the outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;		(b) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration territorial and social cohesion, <b>and in particular as well as</b> the specific case of the outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;	(b) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration territorial and social cohesion as well as the specific case of the outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;	<b>A</b> (b) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration territorial and social cohesion, <b>and in particular such as, as well as</b> the specific case of the outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;
Article 12(1), point (c)					
231	(c) ensuring optimal integration of the transport modes and interoperability between transport modes;			(c) ensuring optimal integration of the transport modes and interoperability between transport modes, <b>including active modes of mobility in urban areas;</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
Article 12(1), point (d)					
232	(d) bridging missing links and removing bottlenecks, particularly in cross-border sections;		(d) bridging missing links and removing bottlenecks, particularly in <i>relation to in</i> cross-border sections <i>or cross border links within the meaning of Regulation (EU) 2021/1153</i> ;	(d) bridging missing links and removing bottlenecks, particularly in <b>terms of interoperability and for</b> cross-border sections;	<b>B</b> EP is considering Council proposal.
Article 12(1), point (e)					
233	(e) deploying the necessary infrastructure which ensures a seamless circulation of zero-emission vehicles;		(e) deploying the necessary infrastructure which ensures a seamless circulation of <del>zero-emission</del> <i>zero- and low-emission</i> vehicles, <i>vessels and aircrafts using alternative fuels as defined in Regulation (EU) [ ] [on the deployment of alternative fuels infrastructure]</i> ;	(e) deploying the necessary infrastructure which ensures a seamless circulation of <del>zero-emission</del> <b>zero and low emission</b> vehicles, <b>vessels and aircrafts</b> ;	<b>B</b>
Article 12(1), point (f)					
234					<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	(f) promoting the efficient and sustainable use of the infrastructure and, where necessary, increasing capacity;		(f) promoting the efficient, <i>seamless</i> and sustainable use of the infrastructure and, where necessary, increasing capacity;	(f) promoting the efficient and sustainable use of the infrastructure and, where necessary, increasing capacity;	Presidency proposes to accept the EP proposal.
Article 12(1), point (g)					
235	(g) keeping existing infrastructure operational and improving or maintaining its quality in terms of safety, security, efficiency of the transport system and transport operations, climate and disaster resilience, environmental performance, and the continuity of traffic flows;		(g) keeping existing infrastructure operational and <del>improving or maintaining</del> <i>optimizing, maintaining, consolidating and upgrading</i> its quality in terms of safety, security, efficiency of the transport system and transport operations, <i>resilience of critical infrastructure as well as</i> climate and disaster resilience, environmental performance, and the continuity of traffic flows;	(g) keeping existing infrastructure operational and improving or maintaining its quality in terms of safety, security, efficiency of the transport system and transport operations, climate and disaster resilience, environmental performance, and the continuity of traffic flows;	<b>B</b>
Article 12(1), point (h)					
236	(h) improving the quality of services and social conditions for transport		(h) improving the quality of services and social conditions for transport	(h) improving the quality of services and social conditions for transport	<b>B</b> <b>Presidency compromise proposal:</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	workers, accessibility for all users, including persons with disabilities or reduced mobility and other people in situations of vulnerability;		workers, accessibility for all users, including persons with disabilities or reduced mobility and other people in situations of vulnerability, <b><i>preventing and mitigating mobility poverty</i></b> ;	workers, accessibility for all users, including persons with disabilities or reduced mobility and other people in situations of vulnerability;	(h) improving the quality of services and social conditions for transport workers, accessibility for all users, including persons with disabilities or reduced mobility and other people in situations of vulnerability, <b><u>preventing and mitigating transport poverty</u></b> ;
Article 12(1), point (ha)					
236a			<b><i>(ha) ensuring the implementation and strict enforcement of the common operational and technical standards;</i></b>		<b>B</b>
Article 12(1), point (i)					
237	(i) implementing and deploying ICT systems for transport.		(i) implementing and deploying ICT systems for transport <b><i>and enabling digital enforcement.</i></b>	(i) <del>implementing and deploying</del> <b>improving digitalisation and developing automation, in particular through the implementation and</b>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
				deployment of ICT systems for transport.	
Article 12(1), point (ia)					
237a			<i>(ia) ensuring that sufficient capacity for rail passenger and freight is reserved on the corridors, with a fair share for each, following the integration of Rail Freight Corridors into the European Transport Corridors;</i>		B
Article 12(1), point (ib)					
237b			<i>(ib) seeking synergies across all modes of transport, including active modes, and removing barriers to active mobility, when infrastructure is being upgraded or newly built;</i>		B
Article 12(1), point (ic)					
237c					

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<i>(ic) adapting, where necessary, the infrastructure to a dual use in order to address both civilian and defence needs, paying particular attention to strategic infrastructure of the Union;</i>		C
Article 12(1), point (id)					
237d			<i>(id) updating and, where relevant, constructing new infrastructure, notably to increase capacity for more sustainable modes of transport in accordance with paragraph 1 point (a) of this Article</i>		B
Article 12(2)					
238	2. In order to complement the measures set out in paragraph 1, particular consideration shall be given to measures that are necessary for:			2. In order to complement the measures set out in paragraph 1, particular consideration shall be given to measures that are necessary for:	

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
Article 12(2), point (a)					
239	(a) contributing to transport emission reduction and increased energy security by promoting the use of zero-emission vehicles and vessels and renewable and low-carbon fuels, through the deployment of corresponding alternative fuels infrastructure;		(a) contributing to transport emission reduction and increased energy security by promoting the use of <del>zero-emission</del> <b>zero- and low-emission</b> vehicles and vessels and renewable and low-carbon fuels, through the deployment of corresponding alternative fuels infrastructure <b>in accordance with Regulation (EU) [...] on the deployment of alternative fuels infrastructure</b> ;	(a) contributing to <del>transport emission reduction and increased energy security by promoting the use of zero-emission vehicles and vessels and renewable and low-carbon fuels, through the deployment of corresponding alternative fuels infrastructure</del> <b>mitigating exposure of urban areas to negative effects of transiting rail and road transport; and</b>	<b>B</b>  <b>EP considering accepting Council AM if ‘rural areas’ are included:</b>  (a) contributing to mitigating exposure of urban <b>and rural</b> areas to negative effects of transiting rail and road transport; and
Article 12(2), point (b)					
240	(b) mitigating exposure of urban areas to negative effects of transiting rail and road transport;		(b) mitigating exposure of urban <b>and rural</b> areas to negative effects of transiting rail and road transport;	(b) <del>mitigating exposure of urban areas to negative effects of transiting rail and road transport</del> <b>Moved to (a)</b> ;	<b>B</b>
Article 12(2), point (c)					
241	(c) removing administrative, technical and			(c) <del>removing administrative, technical and</del>	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	operational barriers, in particular to the interoperability of the trans-European transport network;			operational barriers, in particular to the interoperability of the trans-European transport network; <sup>1</sup>  <b>1. This paragraph which deals with the removal of bottlenecks, in particular for interoperability, has been merged with paragraph 1(d).</b>	
Article 12(2), point (d)					
242	(d) optimising the use of infrastructure, in particular through efficient capacity management, traffic management and increased operational performance.			(d) optimising the use of infrastructure, in particular through efficient capacity management, traffic management and increased operational performance.	
Article 12(2), new point (e)					
242a				<b>(e) contributing to positive health and environmental effects by promoting the use of active modes of mobility</b>	<b>B</b> EP willing to accept Council AM if Council can accept EP AM on line 237b.

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
				through the development of corresponding infrastructure for cycling and walking.	
Article 12(2), point (db)					
242b			<i>(da) ensuring equal access for all market participants on the TEN-T infrastructure.</i>		B
Article 12(2), point (dc)					
242c			<i>(db) significant reduction of border waiting times for road freight transport</i>		C - linked to operation requirements.
Article 12(2), point (dd)					
242d			<i>(dc) accelerating the construction of "projected new construction lines" in cross-border sections, through a single entity management and a fast track procedure, in order to increase rail freight traffic;</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
Article 12(2), point (de)					
242e			<i>(dd) increasing the resilience of the network, with a focus on critical infrastructure and dual-use infrastructure;</i>		C
Article 13					
243	Article 13 General priorities for the European Transport Corridors			Article 13 General priorities for the European Transport Corridors	
Article 13, first paragraph					
244	In the development of the European Transport Corridors, general priority shall be given to measures that are necessary for:			In the development of the European Transport Corridors, general priority shall be given to measures that are necessary for:	
Article 13, first paragraph, point (a)					
245					B

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
	(a) the development of a high performance and fully interoperable rail freight network across the Union;		(a) the development of a high performance and <i>seamless</i> fully interoperable rail freight network across the Union;	(a) the development of a high performance and fully interoperable rail freight network across the Union;	<b>Presidency compromise proposal:</b>  (a) the development of a high performance, <del>and</del> <b>seamless and</b> fully interoperable rail freight network across the Union;
Article 13, first paragraph, point (b)					
246	(b) the development of a high performance rail passenger network, fully interoperable and at high speed, connecting urban nodes across the Union;			(b) the development of <del>aan</del> <b>interoperable</b> high performance rail passenger network, <del>fully interoperable</del> <b>and including</b> at high speed, connecting urban nodes across the Union;	<b>B</b>  EP accepts the Council position.
Article 13, first paragraph, point (c)					
247	(c) the development of a seamless inland waterways, aviation and maritime infrastructure system;		(c) the development of a seamless inland waterways, aviation and maritime infrastructure system <i>for passengers and freight</i> ;	(c) the development of <del>a seamless</del> <b>an efficient aviation and</b> inland waterways, <del>aviation and</del> <b>transport infrastructure and of a</b> maritime	<b>B</b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
				<b>transport</b> infrastructure system <b>well integrated within the European Maritime Space</b> ;	
Article 13, first paragraph, point (d)					
248	(d) the development of a safe and secure road network, with sufficient alternative fuel infrastructures;		(d) the development of a safe and secure road network, with sufficient alternative fuel infrastructures, <b>and safe and secure truck parking areas</b> ;	(d) the development of a safe and secure road network, with sufficient alternative fuel infrastructures;	
Article 13, first paragraph, point (e)					
249	(e) the development of improved multimodal and interoperable transport solutions;		(e) the development of <del>improved</del> multimodal and interoperable transport solutions;	(e) the development of improved multimodal and interoperable transport solutions;	
Article 13, first paragraph, point (f)					
250	(f) the intermodal integration of the entire logistic chain, interconnecting efficiently			(f) the <b>promotion of</b> intermodal integration of the entire logistic chain, interconnecting efficiently	<b>B</b>

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	in the transport and urban nodes;			in the transport and urban nodes;	
Article 13, first paragraph, point (g)					
251	(g) the deployment of the necessary infrastructure which ensures a seamless circulation of zero-emission vehicles.		(g) the deployment of the necessary infrastructure which ensures a seamless circulation of <del>zero-emission</del> <b>zero- and low-emission</b> vehicles, <b>vessels and aircrafts, using alternative fuels as defined in Regulation (EU)[...] [on the deployment of alternative fuels infrastructure];</b>	(g) the deployment of the necessary infrastructure which ensures a seamless circulation of <del>zero-emission</del> <b>zero and low emission</b> vehicles, <b>vessels and aircrafts.</b>	<b>B</b>
Article 13, first paragraph, point (ga)					
251a			<b>(ga) the deployment of ICT systems on all modes on the network in order to ensure an efficient use of the infrastructure;</b>		<b>B</b> <b>Presidency compromise proposal taking on board the EP AM on this line instead of the EP AM on line 237:</b>  <b><u>(ga) the deployment of ICT systems on all modes</u></b>

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
					<b><u>on the network in order to ensure an efficient use of the infrastructure and enabling digital enforcement;</u></b>
Article 13, first paragraph, point (gb)					
251b			<i>(gb) the improvement of connections between the trans-European transport network and the infrastructure networks of neighbouring countries, as well as the improvement of transeuropean transport infrastructure on the territory of neighbouring countries.</i>		C
Article 13, first paragraph, point (gc)					
251c			<i>(1a) By ... [date six months after the entry into force of this Regulation], the Commission shall complete a study on connecting all Union Capitals, chosen major cities and metropolitan areas with a railway high speed line</i>		C

	Commission Proposal	Amended COM Proposal	EP Mandate	Council Mandate	Draft Agreement / Presidency compromises / Comments
			<p><i>network. The study shall be developed in cooperation with the Member States which will consult with stakeholders, and especially railway infrastructure managers. The study shall identify the financial instruments to finance the construction of the network. The conclusions of the study shall become the basis for the Member States to develop a European high speed network.</i></p>		