

## VOTING LIST

**Proposal for a regulation of the European Parliament and of the Council on establishing a framework of measures to facilitate the transport of military equipment, goods and personnel across the Union**

**Rapporteurs: Michal Szczerba, Roberts Zīle**

Concerned text	AM	Tabled by	Remarks	Rapp	Vote
–	108	Demirel, Botenga, Mesure	<b>If adopted, all AMs fall.</b>	-	
<b>Article 1-53 Annex I and II Recitals 1-67</b>	<b>CA 1, CA 2, CA 3, CA 4, CA 5 CA 6</b>	<b>EPP, S&amp;D, ECR, RE, Greens, Left - TRAN</b>	<b><u>BLOCK VOTE</u></b>  Vote CA 1, CA 2, CA 3, CA 4, CA 5 and CA 6 <i>en bloc</i> .  <i><u>If adopted, go to final vote.</u></i>	+	
<b>Article 1-2, 3 (1), (2), (3), (4), (5), (6), (7), (8), (11), (12), (13), (16), (17), (17a), (18), (19), (20), (20a), (21), (21a), (22), (22a)</b>	<b>CA 6</b>	<b>EPP, S&amp;D, ECR, RE, Greens, Left - TRAN</b>	<b>If adopted, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 29, 30, 31, 32, 398, 399, 400, 401, 402, 403, 404, 405, 407, 408 fall.</b>	+	
<b>Article 3 (4a), (9), (10) Article 4-17</b>	<b>CA 1</b>	<b>EPP, S&amp;D, ECR, RE,</b>	<b>If adopted, 385, 386, 387, 388, 389, 390, 406, 409, 411, 413, 414, 415, 34, 417, 416, 418,</b>	+	

<p><b>Annex I Recitals 1a-21</b></p>		<p><b>Greens, Left - TRAN</b></p>	<p>419, 35, 420, 421, 422, 423, 36, 427, 425, 424, 426, 432, 431, 37, 428, 429, 430, 433, 434, 435, 436, 437, 439, 440, 441, 442, 438, 38, 446, 443, 444, 445, 447, 448, 569, 449, 412, 1226, 1228, 1229, 1227, 1230, 1231, 1232, 1233, 450, 39, 456, 452, 453, 454, 455, 451, 457, 459, 460, 40, 458, 461, 462, 463, 41, 464, 465, 466, 471, 467, 468, 469, 470, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 42, 490, 492, 493, 494, 495, 496, 497, 499, 500, 504, 505, 506, 498, 501, 502, 508, 503, 507, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 524, 525, 522, 523, 526, 527, 528, 531, 532, 491, 529, 530, 520, 43, 533, 44, 534, 535, 536, 45, 538, 539, 537, 548, 549, 46, 540, 541, 47, 49, 542, 48, 543, 544, 555, 556, 568, 546, 547, 550, 553, 554, 545, 551, 552, 557, 558, 559, 50, 560, 561, 562, 563, 564, 565, 566, 567, 570, 410, 575, 576, 577, 578, 574, 571, 572, 573, 581, 582, 583, 52, 51, 584, 585, 586, 53, 588, 589, 590, 591, 592, 599, 600, 601, 1, 109, 2, 141, 3, 145, 110, 111, 112, 117, 116, 115, 118, 120, 121, 4, 122, 123, 119, 113, 114, 124, 125, 126, 127, 128, 129, 130, 131, 138, 132, 5, 134, 135, 133, 136, 137, 139, 140, 142, 143, 6, 144, 146, 147, 148, 7, 149, 150, 151, 184, 152, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 8, 181, 182, 183, 185, 186, 187, 189, 188, 9, 190, 192, 191, 193, 194, 195, 196, 197,</p>	
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			198, 199, 200, 201, 202, 203, 10, 204, 11 fall.		
Articles 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 Recitals 22, 23, 23a, 24, 25, 26, 27, 27a, 28, 28a, 29, 30, 31, 32, 32a, 33, 33 <sup>a</sup> , 34, 35, 36, 37, 38	CA 5	EPP, S&D, ECR, RE, Greens, Left - TRAN	If adopted, 596, 597, 598, 606 2nd part, 728, 729, 594, 595, 593, 602, 603, 604 2 <sup>nd</sup> part, 611, 613, 604 1 <sup>st</sup> part, 608, 610, 607, 606 1 <sup>st</sup> part, 609, 54, 605, 55, 617, 618, 616, 615, 614, 56, 621, 620, 619, 57, 628, 626, 627, 622 1 <sup>st</sup> part, 623, 625, 624, 629, 634, 622 2 <sup>nd</sup> part, 630 2 <sup>nd</sup> part, 58 1 <sup>st</sup> part, 630 1 <sup>st</sup> part, 631, 632, 633, 58 2nd part, 637, 636, 59, 638, 60, 635, 641 1 <sup>st</sup> part, 641 3rd part, 644, 639, 641 2nd part, 642, 640, 61, 643, 612, 645, 646, 647, 648, 649, 651, 650, 652, 653, 654, 62, 655, 656, 657, 658, 659, 660, 661, 662, 663, 666, 665, 667, 668, 669, 671, 670, 672, 673, 674, 675, 676, 63, 677, 678, 681, 679, 682, 680, 683, 684, 685, 686, 664, 688, 64, 689 1 <sup>st</sup> part, 687, 690, 693, 689 2 <sup>nd</sup> part, 691, 692, 694, 695, 696, 697 1 <sup>st</sup> and 3 <sup>rd</sup> parts, 65, 698, 699, 700, 697 2 <sup>nd</sup> part, 701 1 <sup>st</sup> part and 3 <sup>rd</sup> part, 66, 702, 703, 704, 701 2 <sup>nd</sup> part, 705, 706, 707, 708, 709, 710, 711, 713, 712, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 730, 731, 732, 735, 736, 737, 738, 739, 740, 741, 742, 744, 745, 748, 749, 751, 753, 756, 758, 761, 764, 765, 766, 733, 734, 743, 746, 747, 750, 752, 754, 755, 757, 759, 760, 762, 763, 767, 768, 769, 771, 770, 772, 773, 776, 774, 775, 777, 778, 779, 780, 781, 782, 783, 784, 67, 785, 786, 787, 788, 789, 790, 791, 205, 206 1 <sup>st</sup> part, 206 2 <sup>nd</sup> part, 207, 208, 12, 211, 212, 213, 209, 13, 210, 214, 216, 217, 14, 215, 218, 219, 220, 221, 222, 15, 223, 224, 225, 226, 227,	+	

			228, 229, 230, 231, 232, 233, 16, 234, 17, 235, 236, 242, 243, 244, 245, 246, 18, 247, 250, 252, 253, 249, 251, 248, 254, 255, 256, 257, 258, 19, 259, 260, 261, 262, 263 fall.		
Articles 32-34 Recitals 39- 44	CA 2	EPP, S&D, ECR, RE, Greens, Left - TRAN	If adopted, 797, 795, 796, 794, 792, 793, 801, 800, 798, 799, 804, 802, 803, 805, 806, 807, 808, 68, 809, 810, 811, 812, 813, 814, 815, 816 2nd part, 816 1 <sup>st</sup> part, 817, 69, 822, 818, 819, 820, 821, 823, 70, 826, 830, 824, 825, 827, 828, 829, 831, 834, 832, 833, 71, 835, 836, 837, 838, 72, 840, 839, 841, 842, 843, 844, 845, 847, 846, 848, 849, 850, 851, 852, 854, 853, 855, 856, 858, 859, 857, 860, 861, 862, 863, 864, 865, 866, 73, 867, 871, 868, 869, 870, 873, 872, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 74, 887, 888, 889, 890, 892, 891, 893, 894, 895, 896, 897, 898, 75, 76, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 77, 911, 78, 79, 912, 913, 914, 915, 917, 80, 918, 81, 916, 919, 920, 921, 82, 926 1 <sup>st</sup> part, 927 1 <sup>st</sup> part, 928, 929, 930, 925 1 <sup>st</sup> part, 925 2 <sup>nd</sup> part, 926 2nd part, 927 2nd part, 923, 924, 922, 932, 933, 939, 940, 931, 934, 935, 936, 937, 938, 941, 945, 942, 943, 944, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 960, 961, 958 1 <sup>st</sup> part, 959, 958 2nd part, 962, 963, 964, 965, 968, 966, 967, 969, 83, 970, 971, 972, 974, 975, 976, 977, 973, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 84, 993, 990, 991, 992, 994, 995, 996, 997, 264, 265, 20, 266, 267, 268, 269, 270, 271, 272, 21, 358, 273, 274, 275,	+	

			276, 277, 279, 281, 278, 280, 282, 283, 285, 286, 284, 287, 288, 289, 290, 291, 292, 293, 294 fall.		
Articles 3 (14), (15), 35-39 Recitals 45-52	CA 3	EPP, S&D, ECR, RE, Greens, Left - TRAN	If adopted, 391, 393, 395, 392, 394, 33, 396, 397, 1077, 998, 1000, 85, 1002, 1003, 1006, 999, 1001, 1004, 1005, 1007, 1059, 1071, 1008, 1013, 1009, 1012, 1010, 1011, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1022, 1035, 1075, 1021, 1076, 1046, 1023, 1025 1 <sup>st</sup> part, 1026 1 <sup>st</sup> part, 1027 1 <sup>st</sup> part, 1030, 1024 1 <sup>st</sup> part, 1026 2 <sup>nd</sup> part, 1025 2 <sup>nd</sup> part, 1027 2 <sup>nd</sup> part, 1031, 1032, 1028, 1024 2 <sup>nd</sup> part, 1029 2 <sup>nd</sup> part, 86, 1029 1 <sup>st</sup> part, 1033, 1034, 580, 87, 1036, 1037, 1038, 1039, 1040, 88, 1041, 1042, 1043, 1045, 1044, 1054, 1048, 1049, 1050, 1055, 1051, 1052, 1047, 1053, 1056, 1091, 1074, 1057, 1058, 1060, 1061, 1062, 1063, 1065, 1064, 1066, 579, 1067, 1068, 89, 1069, 1070, 90, 1073, 1072, 91, 92, 1079, 1078, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1130, 1101, 1092, 1089, 1090, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 93, 94, 95, 1102, 1103, 1104, 1105, 1106, 96, 97, 98, 1107, 1113, 1108 1 <sup>st</sup> part, 1108 2 <sup>nd</sup> part, 1109, 1110, 1111, 1112, 1114, 1115, 1116, 1117, 1118, 1119, 1121, 1120, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 99, 1131, 1132, 1133, 1134, 1135, 1136, 153, 154, 237, 238, 239, 240, 241, 295, 296, 297, 298, 22, 299, 300, 301, 302, 303, 304, 307, 305, 312, 308, 313, 310, 311, 306, 309, 314, 315, 316, 317, 318, 319, 320, 335, 321, 322, 323, 324, 325, 326, 327, 23, 24,	+	

			328, 329, 330, 331, 332, 333, 334, 336 fall.		
Articles 40-52 Recitals 53-67	CA 4	EPP, S&D, ECR, RE, Greens, Left - TRAN	If adopted, 1140, 100, 1141, 1139, 1138, 1137, 101, 1142, 1143, 1144, 1145, 1146, 1147, 1149, 1148, 1150, 102, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 103, 1159, 1160, 1161, 1162, 1163, 1164, 1168, 1165, 104, 1166, 1167, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 105, 1180, 1182, 1183, 1184, 1181, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 587, 1195, 106, 1196, 1194, 1197, 1201, 1198, 1199, 1200, 1202, 1203, 1204, 1206, 1205, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 107, 1225, 1223, 1224, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 25, 347, 348, 349, 350, 351, 352, 26, 353, 355, 27, 354, 356, 357, 359, 360 1 <sup>st</sup> part, 360 2 <sup>nd</sup> part, 362, 363, 361, 364, 365, 366, 367, 368, 369, 28, 370 fall.	+	
Article 1 – paragraph 1	371	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal			
	372	Tosi			
	373	Di Rupo, Cepeda			
Article 1 – paragraph 2 – point c	374	Beke, Pascual de la Parte, Gahler	If adopted, 375 falls. <i>Go to 376.</i>		
	375	Tosi			
Article 1 – paragraph 2 – point d	376	Kalfon, Schieder, Vind, Germain			

Article 1 – paragraph 2 a (new)	377	Di Rupo, Cepeda			
Article 2 – paragraph 1	378	Demirel, Botenga, Mesure			
	379	Fidanza, Gambino, Ciccio, Donazzan, Pozņaks, Maréchal			
	380	Kalfon, Schieder, Vind, Germain			
Article 3 – paragraph 1 – point 1	381	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> Adopted/rejected with 483.		
	382	Di Rupo, Cepeda			
	383	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino			
Article 3 – paragraph 1 – point 1 a (new)	384	Di Rupo, Cepeda			
Article 3 – paragraph 1 – point 3	29	Szczerba, Zīle			
Article 3 – paragraph 1 – point 6 a (new)	30	Szczerba, Zīle			
Article 3 – paragraph 1 – point 11 a (new)	31	Szczerba, Zīle			
Article 3 – paragraph 1 – point 11 b (new)	32	Szczerba, Zīle			

Article 3 – paragraph 1 – point 13 a (new)	391	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> Adopted/rejected with 1129.		
Article 3 – paragraph 1 – point 17	398	Beke, Pascual de la Parte, Gahler			
Article 3 – paragraph 1 – point 17 a (new)	399	Devaux			
Article 3 – paragraph 1 – point 20	400	Kyllönen			
Article 3 – paragraph 1 – point 20 a (new)	= 401 = 402	Loiseau	Vote together		
		Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Oetjen			
Article 3 – paragraph 1 – point 21 a (new)	403	Joński, Szczerba			
Article 3 – paragraph 1 – point 22 – point a	404	Kalfon, Schieder, Vind, Germain			
	405	Vondra, Maréchal, Poznański, Dworczyk, Donazzan, Gambino			
Article 3 – paragraph 1 – point 22 – point b – point ii	<b>D 406</b>	Demirel, Botenga, Measure	<b>Do not vote.</b> Adopted/rejected with 585.		
Article 3 – paragraph 1 – point 22 a (new)	407	Di Rupo, Cepeda			
Article 3 – paragraph 1 –	408	Di Rupo, Cepeda			

point 22 b (new)					
Article 3 – paragraph 1 – point 4 a (new)	385	Szczerba, Joński, Zile, Teodorescu Măwe	<b>Do not vote.</b> Adopted/rejected with 591, 592.		
Article 3 – paragraph 1 – point 9	386	Di Rupo, Cepeda			
	387	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino			
Article 3 – paragraph 1 – point 10	388	Szczerba, Joński			
	389	Vozemberg- Vrionidi, Meimarakis			
	390	Joński, Szczerba			
Article 4 – paragraph 1 – point b	409	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks			
Article 4 a (new)	411	Kyllönen			
Article 5 – paragraph 1 – point 1 (new)	= 413 = 414	Vondra, Maréchal, Pozņaks, Donazzan, Gambino	Vote 413 and 414 together		
Article 5 – paragraph 1 a (new)		Pokorná Jermanová, Buxadé Villalba			
Article 5 – paragraph 2	415	Hava	If adopted, 34, 417, 416 fall. <i>Go to 418.</i>		
	= 34 = 417	Szczerba, Zile Terheş	Vote 34 and 417 together.		

	416	Di Rupo, Cepeda			
Article 5 – paragraph 3	418	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal			
	419	Zovko			
	35	Szczerba, Zīle			
Article 5 – paragraph 3 a (new)	= 420 = 421	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino	Vote 420 and 421 together.		
		Pokorná Jermanová, Buxadé Villalba, Thionnet			
Article 5 – paragraph 3 a (new)	= 422 = 423	Di Rupo, Cepeda	Vote 422 and 423 together.		
		Sinkevičius, Staķis			
Article 5 – paragraph 3 a (new)	= 36 = 427	Szczerba, Zīle	Vote 36 and 427 together.		
		Sinkevičius, Staķis			
Article 5 – paragraph 4	425	Kalfon, Schieder, Vind, Germain			
	424	Zovko			
Article 5 – paragraph 4 a (new)	426	Wcisło			
Article 5 – paragraph 5	432	Hava	If adopted, 431, 37, 428, 429, 430 fall. <i>Go to 433.</i>		
	431	Lazarus	If adopted, 37, 428 fall, and 138 deemed adopted. <i>Go to 429.</i>		

	37	Szczerba, Zīle	If adopted, 428 falls. <i>Go to 429.</i>		
	428	Sinkevičius, Staķis			
	429	Stoyanov, Schnurrbusch, Mazurek, Droese			
	430	Di Rupo, Cepeda			
Article 5 – paragraph 5 a (new)	= 433 = 434	Pokorná Jermanová, Buxadé Villalba, Thionnet	Vote 433 and 434 together.		
Article 5 – paragraph 5 a (new)		Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino			
Article 5 – paragraph 6	435	Demirel, Mesure			
Article 5 – paragraph 7	436	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks			
Article 5 – paragraph 8	437	Szczerba, Joński	If adopted, 439, 439, 440, 441, 442 fall. <i>Go to 438.</i>		
	= 439 = 440 = 441	Sinkevičius, Staķis	Vote 439, 440 and 441 together. If adopted, 442 falls. <i>Go to 438.</i>  <i>Substantively identical. If adopted, the wording of 441 will be used.</i>		
		Joński, Tosi, Szczerba			
		Juknevičienė, Szczerba			
	442	Kalfon, Schieder, Vind, Germain			
438	Fidanza, Gambino,				

		Ciccioli, Donazzan, Pozņaks, Maréchal			
Article 5 – paragraph 9	38	Szczerba, Zile	If adopted, 446 falls. <i>Go to 443.</i>		
	446	Sinkevičius, Staķis			
	443	Szczerba, Joński			
	= 444 = 445	Juknevičienė, Szczerba Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks	Vote 444 and 445 together.		
Article 5 – paragraph 9 a (new)	= 447 = 448 = 569	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal	Vote 447, 448, 569 together,  <i>Substantively identical. If adopted, the wording of 447 will be used.</i>		
		Di Rupo, Cepeda			
		Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino			
Article 5 – paragraph 10	449	Dworczyk, Vondra, Pozņaks, Złotowski, Maréchal, Bielan	If adopted, 481 is deemed adopted.		
Article 5 – paragraph 1	412	Teodorescu Măwe	If adopted, 1226, 1228, 1229, 1227, 1230, 1231, 1232, 1233 fall. <i>Go to 450.</i>		

			<i>If adopted, Annex I in the proposal of the Commission deemed deleted.</i>		
Annex I – point 1 – point a	= 1226 = 1228 = 1229	Joński, Szczerba	Vote together, If adopted, 1227, 1230 fall. <i>Go to 1231.</i>		
		Złotowski, Dworczyk			
		Kalfon, Schieder, Vind, Germain			
	= 1227 = 1230	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Oetjen	Vote together		
Loiseau					
Annex I – point 1 – point d	= 1231 = 1232 = 1233	Złotowski, Dworczyk	Vote together		
		Joński, Szczerba			
		Kalfon, Schieder, Vind, Germain			
Article 6 – paragraph 1	450	Stoyanov, Schnurrbusch, Mazurek, Droese			
	39	Szczerba, Zīle			
Article 6 – paragraph 2 a (new)	456	Zovko	If adopted, 451, 452, 453, 454, 455 fall. <i>Go to 457.</i>		
Article 6 – paragraph 2	= 452 = 453 = 454	Sinkevičius, Stašis Joński, Tosi, Szczerba Juknevičienė, Szczerba	Vote 452, 453 and 454 together. If adopted, 455 falls. <i>Go to 451.</i>  <i>Substantively identical. If adopted, the wording of 454 will be used.</i>		
	455	Kalfon, Schieder, Vind, Germain			

	451	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks			
Article 6 – paragraph 2 a (new)	457	Di Rupo, Cepeda	If adopted, 149 is deemed adopted. <i>Member States' administrative procedures and judicial procedures</i>		
Article 6 – paragraph 3	459	Hava	If adopted, 460, 40 fall. <i>Go to 458.</i>		
	460	Teodorescu Măwe	If adopted, 40 falls. <i>Go to 458.</i>		
	40	Szczerba, Zīle			
	458	Zovko			
Article 6 – paragraph 3 a (new)	= 461 = 462	Di Rupo, Cepeda	Vote 461 and 462 together.		
		Sinkevičius, Stakīs			
Article 6 – paragraph 4	463	Stoyanov, Schnurrbusch, Mazurek, Droese			
Article 6 – paragraph 6	41	Szczerba, Zīle			
Article 7 – paragraph 1	464	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal			
	465	Tosi			
Article 7 – paragraph 2	= 466 =471	Pokorná Jermanová, Thionnet	Vote 466 and 471 together.  <i>Substantively identical. If adopted, the wording of 471 will be used.</i>		
		Vondra, Maréchal, Pozņaks, Dworczyk			

	= 467 = 468 = 469 = 470	Sinkevičius, Staķis	Vote 467, 468, 469 and 470 together.		
		Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal	<i>Substantively identical. If adopted, the wording of 467 will be used.</i>		
		Juknevičienė, Szczërba			
		Auštrevičius, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann			
Article 7 – paragraph 2 a (new)	472	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal			
Article 7 – paragraph 3 a (new)	473	Kalfon, Schieder, Vind, Germain			
Article 7 – paragraph 5	474	Sinkevičius, Staķis	If adopted, 475 falls. <i>Go to 476.</i>		
	475	Kalfon, Schieder, Vind, Germain			
Article 7 – paragraph 5 a (new)	476	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal			
Article 7 – paragraph 5 a (new)	477	Wcisłó			
Article 7 – paragraph 5 a (new)	478	Di Rupo, Cepeda			

Article 7 – paragraph 5 b (new)	479	Fidanza, Gambino, Ciccio, Donazzan, Poznański, Maréchal			
Article 8 – paragraph 1	480	Demirel, Botenga, Mesure	Do not vote. Adopted/rejected with 574.		
Article 8 – paragraph 2	481	Dworczyk, Vondra, Poznański, Złotowski, Maréchal, Bielan	<b>Do not vote.</b> Adopted/rejected with 449.		
Article 8 – paragraph 3 a (new)	482	Wcisło			
Article 8 a (new)	483	Kalfon, Schieder, Vind, Germain	If adopted, 381 is deemed adopted.		
Article 9 – paragraph 1	484	Vozemberg-Vrionidi, Meimarakis	If adopted, 485 falls. <i>Go to 486.</i>		
	485	Vondra, Maréchal, Poznański, Dworczyk, Donazzan, Gambino			
Article 10 – paragraph 2	<b>D 486</b>	Demirel, Botenga, Mesure	If adopted, 487, 488 fall. <i>Go to 489.</i>		
	487	Sinkevičius, Stašis			
Article 10 – paragraph 2 a (new)	488	De Meo			
Article 10 – paragraph 3	489	Sinkevičius, Stašis			
Article 10 – paragraph 3 a (new)	42	Szczerba, Zīle			

Article 10 – paragraph 3 a (new)	490	Tosi	<b>Block vote</b> Vote 490, 492, 493, 494, 495 <i>en bloc</i> . If adopted. 167 is deemed adopted.		
Article 10 – paragraph 3 c (new)	492	Tosi			
Article 10 – paragraph 3 d (new)	493	Tosi			
Article 10 – paragraph 3 e (new)	494	Tosi			
Article 10 – paragraph 4	495	Demirel, Botenga, Measure			
Article 10 a (new)	496	Kalfon, Schieder, Vind, Germain	If adopted, 263 deemed adopted.		
Article 11 – title	497	Christensen, Oetjen			
Article 11 – paragraph 1	= 499 = 500 = 504 = 505 = 506	Devaux, Cassart, Auštrevičius, Loiseau, Baljeu, Oetjen	Vote 499, 500, 504, 505, 506 together. If adopted, 498 fall, and 165 deemed adopted.  <i>Substantially identical. If adopted, the wording of 499 will be used.</i>  <i>Go to 501.</i>		
		Loiseau			
		Joński, Szczerba			
		Di Rupo, Cepeda			
		Złotowski, Dworczyk			
	498	Auštrevičius, Devaux, Eroglu, Yar, Groothuis, Strack-Zimmermann			
Article 11 – paragraph 1 –	501	Christensen, Oetjen	<b>Block vote</b>		

subparagraph 1 (new) Article 11 – paragraph 2	502	Christensen, Baljeu, Oetjen	Vote 501, 502 and 508 <i>en bloc</i> .		
	508	Christensen, Baljeu, Oetjen			
Article 11 – paragraph 1 a (new)	503	De Meo			
Article 11 – paragraph 2	507	Tosi			
Article 12 – paragraph 1	= 509 = 510	Złotowski, Dworczyk	Vote 509 and 510 together.		
		Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal			
Article 12 – paragraph 1 a (new)	= 511 = 512	Pokorná Jermanová, Buxadé Villalba, Thionnet	Vote 511 and 512 together.		
		Vondra, Maréchal, Pozņaks, Donazzan, Gambino			
Article 12 – paragraph 2	<b>D</b> = 513 <b>D</b> = 514	Złotowski, Dworczyk	Vote 513 and 514 together. If adopted, 515, 516, 517, 518, 519 fall. <i>Go to 520.</i>		
		Fidanza, Gambino, Ciccioli, Donazzan			
	515	Sinkevičius, Stąkis			
	= 516 = 517 = 518 = 519	Di Rupo, Cepeda	Vote 516, 517, 518, 519 together.		
Joński, Szczerba					

		Kalfon, Schieder, Vind, Germain	<i>Substantively identical. If adopted, the wording of 516 will be used.</i>		
		Auštrevičius, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann			
Article 12 – paragraph 2 a (new)	520	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks			
Article 13 – title	521	Złotowski, Dworczyk	<b>Do not vote.</b> Adopted/rejected with 525.		
Article 13 – paragraph 1	524	Dworczyk, Vondra, Pozņaks, Złotowski, Maréchal, Bielan			
	525	Złotowski, Dworczyk	If adopted, 521 and 194 deemed adopted.		
	522	Di Rupo, Cepeda	If adopted, 523, 526 fall. <i>Go to 527.</i>		
	523	Sinkevičius, Staķis	If adopted, 526 falls. <i>Go to 527</i>		
	526	Kalfon, Schieder, Vind, Germain			
Article 13 – paragraph 1 a (new)	= 527 = 528	Demirel, Botenga, Measure	Vote together. If adopted, 531, 532 fall. <i>Go to 491.</i>		
		Sinkevičius, Staķis			
	531	Kalfon, Schieder, Vind, Germain	If adopted, 532 falls. <i>Go to 491.</i>		
	532	Di Rupo, Cepeda			

Article 10 – paragraph 3 b (new)	491	Tosi			
Article 13 – paragraph 2	= 529 = 530	Sinkevičius, Staķis	Vote together.		
		Di Rupo, Cepeda	<i>Substantively identical. If adopted, the wording of 530 will be used.</i>		
Article 13 – paragraph 2 a (new)	43	Szczerba, Zīle			
Article 14 – paragraph 1 – subparagraph 1 – introductory part	533	Hava	If adopted, 44, 534, 535 fall, and 173 deemed adopted. <i>Go to 536</i>		
	44	Szczerba, Zīle	If adopted, 534, 535 fall. <i>Go to 536</i>		
	= 534 = 535	Kalfon, Schieder, Vind, Germain Złotowski, Dworczyk			
Article 14 – paragraph 1 – subparagraph 1 – point a	536	Di Rupo, Cepeda	If adopted, 45, 538, 539, 537, 46, 548, 549 fall, and 174 and 179 deemed adopted. <i>Go to 540.</i>		
	45	Szczerba, Zīle	If adopted, 538, 539, 537 fall. <i>Go to 548/549.</i>		
	= 538 = 539	Złotowski, Dworczyk Kalfon, Schieder, Vind, Germain	Vote 538 and 539 together. If adopted, 537 falls. <i>Go to 548/549.</i>		
	537	Wcisłō			
Article 14 – paragraph 1 – subparagraph 1 – point e a (new)	= 548 = 549	Pokorná Jermanová, Buxadé Villalba, Thionnet	Vote together. If adopted, 46 falls.		
		Vondra, Maréchal, Pozņaks, Dworczyk,			

		Donazzan, Gambino			
Article 14 – paragraph 1 – subparagraph 1 – point a a (new)	46	Szczerba, Zīle			
Article 14 – paragraph 1 – subparagraph 1 – point d	= 540 = 541	Pokorná Jermanová, Buxadé Villalba	Vote 540 and 541 together. If adopted, 47 falls <i>Go to 542.</i>		
		Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino			
	47	Szczerba, Zīle			
Article 14 – paragraph 1 – subparagraph 1 – point e a (new) Article 14 – paragraph 1 – subparagraph 1 – point e	49	Szczerba, Zīle	If adopted, 542, 48 2 <sup>nd</sup> part 543 fall. <i>Go to 48 1<sup>st</sup> part.</i>		
	542	Terheş	If adopted, 180 deemed adopted.		
	= 48 2 <sup>nd</sup> part = 543	Szczerba, Zīle	Vote 48 2 <sup>nd</sup> part and 543 together. 2 <sup>nd</sup> part = ‘NATO’		
		Terheş			
	= 48 1 <sup>st</sup> part = 544	Szczerba, Zīle	Vote 48 1 <sup>st</sup> part and 544 together. 1 <sup>st</sup> part = deletion of ‘where <i>required</i> ’		
Sinkevičius, Staķis					
Article 14 – paragraph 1 – subparagraph 1 – point e b (new)	= 555 = 556	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino	Vote 555 and 556 together. If adopted, 568, 546, 547, 550, 553, 554 fall. <i>Go to 545.</i>		
		Szczerba, Joński			
Article 14 – paragraph 2 a (new)	568	Fidanza, Gambino, Ciccioli, Donazzan,	If adopted, 546, 547, 550, 553, 554 fall. <i>Go to 545.</i>		

		Pozņaks, Maréchal			
Article 14 – paragraph 1 – subparagraph 1 – point e a (new)	546	Di Rupo, Cepeda	If adopted, 547, 550, 553, 554 fall. <i>Go to 545.</i>		
	547	Sinkevičius, Staķis	If adopted, 550, 553, 554 fall. <i>Go to 545.</i>		
	550	Kalfon, Schieder, Vind, Germain	If adopted, 553, 554 fall. <i>Go to 545..</i>		
	= 553 = 554	Joński, Szczerba  Złotowski, Dworczyk	Vote 553 and 554 together.  <i>Substantively identical. If adopted, the wording of 553 will be used.</i>		
Article 14 – paragraph 1 – subparagraph 1 – point e a (new)	545	Szczerba, Joński	If adopted, 551, 552 fall. <i>Go to 557.</i>		
Article 14 – paragraph 1 – subparagraph 1 – point e a (new)	= 551 = 552	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Oetjen			
		Loiseau			
Article 14 – paragraph 1 – subparagraph 1 – point e b (new)	557	Sinkevičius, Staķis	.		
Article 14 – paragraph 1 – subparagraph 1 – point e b (new)	558	Kalfon, Schieder, Vind, Germain	If adopted, 175 deemed adopted.		
Article 14 – paragraph 1 – subparagraph 1 – point e c (new)	559	Sinkevičius, Staķis	If adopted, 50 falls.		
	50	Szczerba, Zile			

Article 14 – paragraph 1 – subparagraph 2	= 560 = 561	Joński, Szczerba	Vote 560 and 561 together.		
		Złotowski, Dworczyk			
Article 14 – paragraph 2	= 562 = 563 = 564 = 565 = 566 = 567	Di Rupo, Cepeda	Vote 562, 563, 564, 565, 566, 567 together.  <i>Substantively identical. If adopted, the wording of 565 will be used.</i>		
		Kalfon, Schieder, Vind, Germain			
		Złotowski, Dworczyk			
		Joński, Szczerba			
		Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen			
		Loiseau			
Article 18 – paragraph 2 a (new)  <i>To be renumbered, if adopted.</i>	= 599 = 600	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino	If adopted, 601 falls. <i>Go to 570</i>  <i>Substantively identical. If adopted, the wording of 600 will be used.</i>		
		Szczerba, Joński			
	601	Di Rupo, Cepeda			
Article 14 – paragraph 2 a (new)	570	Wcisło			
Article 15 – paragraph 1 a (new)	= 410 = 575	Oetjen	Vote together		
		Zīle, Szczerba, Joński			
Article 15 – paragraph 2 a (new)	= 576 = 577 = 578	Di Rupo, Cepeda	Vote together		
		Szczerba, Joński			

		Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino			
Article 15 – paragraph 1	574	Demirel, Botenga, Mesure	If adopted, 571, 572, 573, 581, 582, 583, 52 fall, and 480 deemed adopted. <i>Go to 51.</i>		
	571	Hava	If adopted, 572, 573 fall.		
	= 572 = 573	Pokorná Jermanová			
		Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino			
Article 16 – paragraph 1 a (new)	= 581 = 582	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino	Vote together  If adopted, 178 deemed adopted.		
		Pokorná Jermanová, Buxadé Villalba			
Article 16 – paragraph 2	583	Szczerba, Joński			
Article 16 – paragraph 2 a (new)	52	Szczerba, Zile			

Article 16 – paragraph 1	51	Szczerba, Zīle			
Article 16 – paragraph 2 a (new)	584	Di Rupo, Cepeda			
Article 17	<b>D 585</b>	Demirel, Botenga, Mesure	If adopted, 586, 588, 53, 589, 590, 591, 592 fall, 406 deemed adopted. Go to 1.		
Article 17 – title	586	Szczerba, Joński, Zīle, Teodorescu Măwe			
Article 17 – paragraph 1	53	Szczerba, Zīle			
	588	Meimarakis, Vozemberg-Vrionidi	<b>Do not vote.</b> <i>The wording is not sufficiently clear.</i>		
Article 17 – paragraph 2	589	Hava			
	590	Meimarakis, Vozemberg-Vrionidi			
Article 17 – paragraph 2 a (new)	591	Szczerba, Joński, Zīle, Teodorescu Măwe	If adopted, 385 is deemed adopted.		
Article 17 – paragraph 2 b (new)	592	Szczerba, Joński, Zīle, Teodorescu Măwe	If adopted, 385 is deemed adopted.		
Recital 1	1	Szczerba, Zīle			
Recital 1 a (new)	109	Toveri, Terras			
Recital 1 a (new)	2	Szczerba, Zīle	If adopted, 141 falls. <i>Go to 3.</i>		
	141	Gomart, Le Callennec			
Recital 1 b (new)	3	Szczerba, Zīle	If adopted, 145 falls. <i>Go to 110.</i>		
	145	Terheş			

Recital 2 a (new)	110	Joński, Szczerba	If adopted, 111, 112 fall.		
	= 111	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen	Vote together		
	= 112	Loiseau			
Recital 3	117	Hava	If adopted, 115, 116, 118, 120, 121, 4, 122, 123 fall. <i>Go to 119.</i>		
	116	Lazarus			
	115	Beke, Pascual de la Parte, Gahler			
	118	Stoyanov, Schnurrbusch, Mazurek, Droese			
	= 120 = 121	Joński, Tosi, Szczerba			
		Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal			
	= 4 = 122 = 123	Szczerba, Zile	Vote together.		
		Loiseau			
Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen					
119	Dworczyk, Vondra, Pozņaks, Złotowski, Maréchal, Bielan				

		113	Tosi			
		114	Di Rupo, Cepeda			
Recital (new)	3 a	124	Kyllönen			
Recital (new)	3 a	125	Tosi			
Recital (new)	3 a	126	Juknevičienė, Szczërba			
Recital (new)	3 a	127	Di Rupo, Cepeda			
Recital (new)	3 b	128	Juknevičienė, Szczërba			
Recital (new)	3 b	129	Di Rupo, Cepeda			
Recital (new)	3 c	130	Di Rupo, Cepeda	<b>Do not vote.</b> Adopted/rejected with 622 1 <sup>st</sup> part.		
Recital (new)	3 d	131	Di Rupo, Cepeda			
Recital 4		138	Lazarus	<b>Do not vote.</b> Adopted/rejected with 431 or 610. If adopted, 132 1 <sup>st</sup> part, 5, 134, 135, 133 fall. <i>Go to 136/137.</i>		
	= 132 1 <sup>st</sup> part = 5 = 134 = 135	Di Rupo, Cepeda	Vote together  <i>Substantively identical. If adopted, the wording of 5 will be used.</i>			
		Szczërba, Zile				
		Dworczyk, Vondra, Poznański, Złotowski, Maréchal, Bielan				
		Terheš				
	133	De Meo				
	= 136 = 137	Złotowski, Dworczyk	Vote together			

		Joński, Szczerba			
	= 132 2 <sup>nd</sup> part	Di Rupo, Cepeda			
Recital (new)	4 a	139	Terheş		
Recital (new)	4 a	140	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal		
Recital (new)	4 b	142	Terheş		
Recital 5		143	Stoyanov, Schnurrbusch, Mazurek, Droese	If adopted, 144 and 6 fall. <i>Go to 145</i>	
		6	Szczerba, Zīle	If adopted, 144 falls.	
		144	Dworczyk, Vondra, Pozņaks, Złotowski, Maréchal, Bielan		
Recital 6	= 146 = 147 = 148	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal	Vote together  <i>Substantively identical. If adopted, the wording of 146 will be used.</i>		
		Złotowski, Dworczyk			
		Joński, Szczerba			
	7	Szczerba, Zīle			
Recital (new)	6 a	149	Di Rupo, Cepeda	<b>Do not vote.</b> Adopted/rejected with 457.	
Recital (new)	6 a	150	Kyllönen		
Recital (new)	6 a	= 151 = 184	Zīle, Szczerba, Joński	Vote together	

		Oetjen			
Recital 6 a (new)	152	Demirel, Botenga, Mesure			
Recital 7	= 155 = 156 = 157	Di Rupo, Cepeda	Vote together  <i>Substantively identical. If adopted, the wording of 157 will be used.</i>		
		Złotowski, Dworczyk			
		Joński, Szczerba			
Recital 8 a (new)	158	Szczerba, Joński, Zile, Teodorescu Măwe			
Recital 8 a (new)	159	Mehnert			
Recital 9	160	Teodorescu Măwe			
	161	Sinkevičius, Staķis			
Recital 9 a (new)	162	Di Rupo, Cepeda			
Recital 10	163	Mehnert			
Recital 10 a (new)	= 164 = 165 = 166	Joński, Szczerba	<b>Do not vote.</b> Adopted/rejected with 165.		
		Di Rupo, Cepeda			
		Złotowski, Dworczyk			
Recital 11	167	Tosi	<b>Do not vote.</b> Adopted/rejected with 492.		
Recital 11 a (new)	168	Joński, Szczerba			
Recital 11 a (new)	169	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino			

Recital 11 b (new)	170	Joński, Szczerba			
Recital 12 a (new)	171	Kalfon, Schieder, Vind, Germain			
Recital 12 a (new)	172	Terheş			
Recital 13	173	Hava	<b>Do not vote.</b> Adopted/rejected with 533.		
	174	Terras, Toveri	<b>Do not vote.</b> Adopted/rejected with 536.		
	175	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> Adopted/rejected with 558.		
	= 176 = 177	Joński, Szczerba Złotowski, Dworczyk	<b>Do not vote.</b> Adopted/rejected with 553 and 554.		
	178	Dworczyk, Vondra, Pozņaks, Złotowski, Bielan	<b>Do not vote.</b> Adopted/rejected with 581.		
	179	Di Rupo, Cepeda	<b>Do not vote.</b> Adopted/rejected with 536.		
	180	Terheş	<b>Do not vote.</b> Adopted/rejected with 542.		
	8	Szczerba, Zīle			
Recital 13 a (new)	181	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal	<b>Do not vote.</b> Adopted/rejected with 568.		
Recital 14	182	Dworczyk, Vondra, Pozņaks, Złotowski, Maréchal, Bielan			
	183	Mehnert			

Recital 14 a (new)	185	Demirel, Botenga, Mesure			
Recital 16	= 186 = 187	Christensen, Baljeu, Oetjen	<b>Do not vote.</b> Adopted/rejected with 502.		
		Złotowski, Dworczyk			
Recital 17	189	Lazarus	If adopted, 188, 9, 190 fall. <i>Go to 192.</i>		
	188	Złotowski, Dworczyk			
	9	Szczerba, Zile	If adopted, 190 falls. <i>Go to 192.</i>		
	190	Terheş			
Recital 18	192	Joński, Szczerba	If adopted, 191 falls. <i>Go to 193.</i>		
	191	Dworczyk, Vondra, Pozņaks, Złotowski, Maréchal, Bielan			
Recital 19	193	Kalfon, Schieder, Vind, Germain			
	= 194 = 195 = 196	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal	<b>Do not vote.</b> Adopted/rejected with 525.		
		Złotowski, Dworczyk			
Joński, Szczerba					
Recital 19 a (new)	197	Sinkevičius, Stakis			
Recital 19 a (new)	198	Kalfon, Schieder, Vind, Germain			

Recital 20	199	Fidanza, Gambino, Ciccioli, Donazzan, Poznańsk			
	200	Złotowski, Dworczyk			
	= 201 = 202 = 203 = 10	Kalfon, Schieder, Vind, Germain	Vote together  <i>Substantively identical. If adopted, the wording of 10 will be used.</i>		
		Dworczyk, Vondra, Poznańsk, Złotowski, Bielan			
		Di Rupo, Cepeda			
Szczerba, Zīle					
Recital 21	204	Dworczyk, Vondra, Poznańsk, Złotowski, Bielan	Vote together  <i>Substantively identical. If adopted, the wording of 11 will be used.</i>		
	11	Szczerba, Zīle			
Article 18 – paragraph 2	= 596 = 597	Loiseau	Vote together. If adopted, 598, 606 2 <sup>nd</sup> part fall. <i>Go to 728.</i>		
		Devaux, Cassart, Christensen, Loiseau, Baljeu, Oetjen			
	598	Kalfon, Schieder, Vind, Germain	If adopted, 606 2 <sup>nd</sup> part falls. <i>Go to 728.</i>		
Article 19 – Paragraph 1	606 2 <sup>nd</sup> part	Kalfon, Schieder, Vind, Germain			
Article 26 – Paragraph 1	728	Di Rupo, Cepeda	If adopted, 729 falls. <i>Go to 595.</i>		
	729	Sinkevičius, Stakis			

Article 18 – paragraph 2	594	Stoyanov, Schnurrbusch, Mazurek, Droese	If adopted, 595 falls. <i>Go to 593.</i>		
	595	Di Rupo, Cepeda			
Article 18 – paragraph 2	= 593 = 602	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino	Vote together		
Article 18 – paragraph 2 a (new)		Pokorná Jermanová, Buxadé Villalba, Thionnet			
Article 18 – paragraph 2 a (new)	603	Fidanza, Gambino, Ciccioni, Donazzan, Pozņaks, Maréchal			
Article 19 – paragraph 1 a (new)	= 604 2 <sup>nd</sup> part = 611	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino	Vote together		
		Pokorná Jermanová, Buxadé Villalba, Thionnet			
Article 19 – paragraph 1 a (new) Article 19 – paragraph 1	613	Di Rupo, Cepeda	If adopted, 604 1 <sup>st</sup> part, 608, 610, 607, 606 1 <sup>st</sup> part, 609, 54, 605 fall. <i>Go to 55.</i>		
	604 1 <sup>st</sup> part	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino	If adopted, 610, 607, 606 1 <sup>st</sup> part, 609, 54, 605 fall. <i>Go to 608.</i> 1 <sup>st</sup> part = <i>A list of criteria for activation of EMERS shall be established and included before the adoption of this Regulation.</i>		

Article 19 – paragraph 1	608	Demirel	If adopted, 610, 607, 606 1 <sup>st</sup> part, 609, 604 1 <sup>st</sup> part, 54 fall. <i>Go to 605</i>		
	610	Lazarus	If adopted, 607, 606 1 <sup>st</sup> part, 609, 604 1 <sup>st</sup> part, 54 fall, and 138 deemed adopted. <i>Go to 605</i>		
	607	Loiseau, Devaux	If adopted, 606 1 <sup>st</sup> part, 609, 54 fall. <i>Go to 605</i>		
	606 1 <sup>st</sup> part	Kalfon, Schieder, Vind, Germain	If adopted, 609, 604 1 <sup>st</sup> part, 54 fall. <i>Go to 605</i>		
	609	Di Rupo, Cepeda	If adopted, 604 1 <sup>st</sup> part, 54 falls, 207 and 258 deemed adopted. <i>Go to 605</i>		
	54	Szczerba, Zile	If adopted, 12 and 19 deemed adopted.		
	605	Giménez Larraz			
Article 19 – paragraph 2 – subparagraph 1	55	Szczerba, Zile	If adopted, 617, 618 fall, and 13 deemed adopted. <i>Go to 616</i>		
	617	Vondra, Maréchal, Poznański, Dworczyk, Donazzan, Gambino	If adopted, 211/212/213 and 216 deemed adopted.		
	618	Terheş			
	616	Sinkevičius, Stakis	If adopted, 209 deemed adopted.		
	615	Di Rupo, Cepeda			
Article 19 – paragraph 1 b (new)	614	Di Rupo, Cepeda			
Article 19 – paragraph 2 – subparagraph 2	56	Szczerba, Zile	If adopted, 621, 620 fall, and 14, 215 deemed adopted. <i>Go to 619</i>		

	621	Di Rupo, Cepeda	If adopted, 620 falls. <i>Go to 619</i>		
	620	Stoyanov, Schnurrbusch, Mazurek, Droese			
	619	Terheş	If adopted, 222 deemed adopted.		
Article 19 – paragraph 2 – subparagraph 3	<b>D 57</b>	Szczerba, Zile	If adopted, 628, 626, 627, 622 1 <sup>st</sup> part, 623, 625, 624 fall. <i>Go to 629.</i>		
	628	Terheş	If adopted, 626, 627, 622, 623, 625 fall. <i>Go to 624.</i>		
	= 626 = 627	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Oetjen  Loiseau	Vote together. If adopted, 623/625, 624 fall.  <i>Go to 622.</i>		
	622 1 <sup>st</sup> part	Di Rupo, Cepeda	If adopted, 623, 625 fall, and 130 deemed adopted.  <i>Go to 624.</i>		
	= 623 = 625	Sinkevičius, Staķis  Demirel, Botenga, Measure	Vote together. If adopted, 624 falls. <i>Go to 629.</i>  <i>Substantively identical. If adopted, the wording of 623 will be used.</i>		
	624	Meimarakis, Vozemberg-Vrionidi			
Article 19 – paragraph 2 a (new)	629	Kalfon, Schieder, Vind, Germain	If adopted, 214 deemed adopted.		
Article 19 – paragraph 3 – subparagraph 1	634	Thionnet, Pokorná Jermanová			

Article 19 – paragraph 2 – subparagraph 3	622 2 <sup>nd</sup> part	Di Rupo, Cepeda	If adopted, 630 2 <sup>nd</sup> part falls. <i>Go to 58 1<sup>st</sup> part.</i>		
Article 19 – paragraph 3 – subparagraph 1	630 2 <sup>nd</sup> part	Sinkevičius, Staķis	2 <sup>nd</sup> part = “which shall <i>be limited to what is necessary and proportionate and ultimately</i> ”		
Article 19 – paragraph 3 – subparagraph 1 1	= 58 1 <sup>st</sup> part = 630 1 <sup>st</sup> part = 631 = 632 = 633	Szczerba, Zīle	Vote together. If adopted, 217 is deemed adopted.  <i>Substantively identical. If adopted, the wording of 632 will be used.</i>		
		Sinkevičius, Staķis			
		Di Rupo, Cepeda			
		Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen			
	Loiseau				
	= 58 2 <sup>nd</sup> part	Szczerba, Zīle			
Article 19 – paragraph 3 – subparagraph 2	637	Thionnet	If adopted, 636 and 59 fall.  <i>Go to 638.</i>		
	636	Meimarakis, Vozemberg-Vrionidi			
	59	Szczerba, Zīle			
Article 19 – paragraph 4	638	Sinkevičius, Staķis	If adopted, 209 deemed adopted.		
	60	Szczerba, Zīle			
Article 19 – paragraph 3 – subparagraph 1	635	Kalfon, Schieder, Vind, Germain	<b>Block vote</b> Voted 635, 641 1 <sup>st</sup> and 3 <sup>rd</sup> parts and 644 together. If adopted, 639 falls, and 1205, 1208 deemed adopted.  <i>Go to 641 2<sup>nd</sup> part.</i>  641 1 <sup>st</sup> part = <i>to extend the activation of EMERS to another 3 months period,</i>		
Article 19 – paragraph 5	641 1 <sup>st</sup> part				
	641 3 <sup>rd</sup> part				
	644				

Article 19 – paragraph 5 a (new)			3 <sup>rd</sup> part = “3 months” and corresponding deletion.		
	639	Di Rupo, Cepeda			
	641 2nd part	Kalfon, Schieder, Vind, Germain			
	642	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino			
	640	Sinkevičius, Staķis	If adopted, 209 deemed adopted.		
	61	Szczerba, Zīle			
Article 19 – paragraph 5 a (new)	643	Di Rupo, Cepeda	If adopted, 612 falls, and 208 deemed adopted.		
Article 19 – paragraph 1 a (new)	612	Kalfon, Schieder, Vind, Germain	If adopted, 208 deemed adopted.		
Article 19 – paragraph 5 a (new)	645	Teodorescu Măwe			
Article 20 – paragraph 1	646	Vondra, Maréchal, Pozņaks, Dworczyk	If adopted, 647 falls. <i>Go to 648.</i>		
	647	Meimarakis, Vozemberg-Vrionidi			
Article 20 – paragraph 1 a (new)	648	De Meo			
Article 20 – paragraph 2 a (new)	= 649 = 651	Vondra, Maréchal, Pozņaks, Dworczyk	Vote 649 and 651 together.		
		Pokorná Jermanová, Buxadé			

		Villalba, Thionnet			
Article 20 – paragraph 2	650	De Meo			
Article 21 – paragraph 1	652	Kalfon, Schieder, Vind, Germain			
Article 21 – paragraph 2 a (new)	653	Wcisło	If adopted, 205 and 246 deemed adopted.		
Article 21 – paragraph 3	654	Tosi			
Article 21 – paragraph 3	62	Szczerba, Zile	If adopted, 655 falls.		
	655	Di Rupo, Cepeda			
Article 21 – paragraph 4	656	Tosi			
Article 21 – paragraph 5 – point a	657	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal			
Article 21 – paragraph 5 – point a (new)	658	Joński, Szczerba			
Article 21 – paragraph 5 – point c	= 659 = 660	Auštrevičius, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann	Vote 659 and 660 together. If adopted, 661 falls. <i>Go to 662.</i>  <i>Substantively identical. If adopted, the wording of 660 would be used.</i>		
		Joński, Szczerba			
	661	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal			

Article 21 – paragraph 5 a (new)	662	Wcisło			
Article 21 – paragraph 6 – subparagraph 1 a (new)	= 663 = 666	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino	Vote 663 and 666 together.		
		Pokorná Jermanová			
Article 21 – paragraph 6 – subparagraph 1	665	Tosi			
Article 21 – paragraph 6 – subparagraph 2	= 667 = 668	Joński, Szczerba	Vote 667 and 668 together.  <i>Substantively identical. If adopted, the wording of 668 will be used.</i>		
		Złotowski, Dworczyk			
	669	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal			
Article 21 – paragraph 6 – subparagraph 3	671	Tosi	If adopted, 670 falls. <i>Go to 672/673.</i>		
	670	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal			
	= 672 = 673	Joński, Szczerba	Vote 672 and 673 together.		
Złotowski, Dworczyk					
Article 21 – paragraph 6 – subparagraph 4	674	Tosi			
	= 675 = 676	Złotowski, Dworczyk	Vote 675 and 676 together.		
		Joński, Szczerba			

	63	Szczerba, Zīle			
Article 21 – paragraph 6 – subparagraph 5	= 677	Złotowski, Dworczyk	Vote 677 and 678 together.		
	= 678	Joński, Szczerba			
Article 21 – paragraph 6 – subparagraph 6	681	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal	If adopted, 679, 682, 680 fall. <i>Go to 683.</i>		
	679	Joński, Szczerba	If adopted, 682, 680 fall. <i>Go to 683.</i>		
	682	Auštrevičius, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann	If adopted, 680 falls. <i>Go to 683.</i>		
	680	Złotowski, Dworczyk			
Article 21 – paragraph 6 a (new)	683	Tosi			
Article 21 – paragraph 6 b (new)	684	Tosi			
Article 21 – paragraph 6 c (new)	685	Tosi			
Article 21 – paragraph 7	686	Sinkevičius, Staķis	If adopted, 664, 688, 64, 689 1 <sup>st</sup> part, 687, 690 fall. <i>Go to 689 2<sup>nd</sup> part.</i>		
Article 21 – paragraph 6 – subparagraph 1	664	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal	If adopted, 688, 64, 689 1 <sup>st</sup> part, 687, 690 fall. <i>Go to 689 2<sup>nd</sup> part.</i>		
	688	Di Rupo, Cepeda	If adopted, 64, 689 1 <sup>st</sup> part, 687, 690, 693 fall. <i>Go to 689 2<sup>nd</sup> part</i>		

	= 64 = 689 1 <sup>st</sup> part	Szczerba, Zīle Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks	Vote together. If adopted, 687, 690, 693 fall. <i>Go to 689 2<sup>nd</sup> part</i>		
	687	De Meo	Vote together. If adopted, 690, 693 fall. <i>Go to 689 2<sup>nd</sup> part</i>		
	690	Terras, Toveri	If adopted, 689 2 <sup>nd</sup> part, 691, 692 fall. <i>Go to 693. Thereafter to 694.</i>		
	693	Kalfon, Schieder, Vind, Germain	Falls if 688, 64 or 689 1 <sup>st</sup> part is adopted.		
	689 2 <sup>nd</sup> part	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks	If adopted, 691, 692 fall. <i>Go to 693, unless 688, 64 or 689 1<sup>st</sup> part adopted. In that case, go to 694.</i>		
	= 691 = 692	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal Tosi	Vote together		
	694	Joński, Szczerba			
Article 21 – paragraph 7 a (new)	695	Tosi			
Article 21 – paragraph 8	696	Tosi			
Article 21 – paragraph 8 a (new)	= 697 1 <sup>st</sup> and 3 <sup>rd</sup> part	Di Rupo, Cepeda	Vote together.		
Article 21 – paragraph 8 a (new)	= 65 = 698 = 699	Szczerba, Zīle	<i>Substantively identical. If adopted the wording of 697 will be used.</i>		

Article 21 – paragraph 8 a (new)	= 700	Loiseau			
Article 21 – paragraph 8 a (new)		Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen			
Article 21 – paragraph 8 a (new)		Fidanza, Gambino, Ciccioni, Donazzan, Pożnaks			
Article 21 – paragraph 8 a (new)	= 697 2 <sup>nd</sup> part	Di Rupo, Cepeda			
Article 21 – paragraph 8 b (new)	= 701 1 <sup>st</sup> part and = 3 <sup>rd</sup> part = 66 = 702 = 703 = 704	Di Rupo, Cepeda	Vote together  <i>Substantively identical. If adopted, the wording of AM 701 will be used.</i>		
		Szczerba, Zile			
		Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen			
		Loiseau			
		Fidanza, Gambino, Ciccioni, Donazzan, Pożnaks			
	701 2 <sup>nd</sup> part				<i>701 2<sup>nd</sup> part = However, Member States may provide for appropriate and proportionate mechanisms to cover the additional costs directly related to such disruptions, in accordance with Union law.</i>
Article 22 – paragraph 1 a (new)	= 705 = 706	Fidanza, Gambino, Ciccioni, Donazzan, Pożnaks, Maréchal	Vote together		

		Tosi			
Article 22 – paragraph 2	707	Tosi			
Article 23 – title	708	Christensen, Oetjen			
Article 23 – paragraph 1	709	De Meo			
	710	Christensen, Oetjen			
Article 24 – paragraph 1	711	De Meo	If adopted, 713 falls. <i>Go to 712.</i>		
	713	Sinkevičius, Staķis			
	712	Di Rupo, Cepeda			
	714	Beke, Pascual de la Parte, Gahler			
	715	Kalfon, Schieder, Vind, Germain			
Article 25 – paragraph 1	<b>D 716</b>	Stoyanov, Schnurrbusch, Mazurek, Droese	If adopted, 717, 718, 719, 720, 721 fall. <i>Go to 722.</i>		
Article 25 – paragraph 1 – subparagraph 1	<b>D 717</b>	Stoyanov, Schnurrbusch, Mazurek, Droese	If adopted, 718, 719 fall. <i>Go to 720.</i>		
	718	Di Rupo, Cepeda			
	719	Kalfon, Schieder, Vind, Germain			
Article 25 – paragraph 1 – subparagraph 2	<b>D 720</b>	Stoyanov, Schnurrbusch, Mazurek, Droese			
Article 25 – paragraph 1 – subparagraph 3	721	Meimarakis, Vozemberg- Vrionidi			

Article 25 – paragraph 2	722	Stoyanov, Schnurrbusch, Mazurek, Droese			
Article 25 – paragraph 3	723	Stoyanov, Schnurrbusch, Mazurek, Droese			
Article 25 – paragraph 3 a (new)	724	Di Rupo, Cepeda	If adopted, 725 falls. <i>Go to 725</i>		
	725	Sinkevičius, Staķis			
Article 25 – paragraph 3 a (new)	726	Kalfon, Schieder, Vind, Germain			
Article 26 – title	727	Złotowski, Dworczyk			
Article 26 – paragraph 1	= 730 = 731	Joński, Szczerba	Vote together		
		Złotowski, Dworczyk			
Article 27 – title	732	Christensen, Oetjen			
Article 27 – paragraph 1 introductory part Article 27 – paragraph 1 introductory part	= 735 = 736	Christensen, Baljeu, Oetjen	<b>Block vote</b> Vote 735, 736, 737, 738, 739, 740, 741, 742, 744, 745, 748, 749, 751, 753, 756, 758, 761, 764, 765, 766 together.  If adopted, 733, 734, 743, 746, 747, 750, 752, 754, 755, 757, 759, 760, 762, 763 fall.		
		Złotowski, Dworczyk			
Article 27 – paragraph 1 point a	D = 737 D = 738	Złotowski, Dworczyk	<i>Go to 767.</i>		
		Christensen, Oetjen			
Article 27 – paragraph 1 point b	D = 739 D = 740	Złotowski, Dworczyk			
		Christensen, Oetjen			

Article 27 – paragraph 1 – point c	<b>D = 741</b> <b>D = 742</b>	Złotowski, Dworczyk			
		Christensen, Oetjen			
Article 27 – paragraph 1 – point d	<b>D = 744</b> <b>D = 745</b>	Złotowski, Dworczyk			
		Christensen, Oetjen			
Article 27 – paragraph 1 – point e	<b>D = 748</b> <b>D = 749</b>	Złotowski, Dworczyk			
		Christensen, Oetjen			
Article 27 – paragraph 1 – point f	<b>D = 751</b> <b>D = 753</b>	Złotowski, Dworczyk			
		Christensen, Oetjen			
Article 27 – paragraph 1 – point g	<b>D = 756</b> <b>D = 758</b>	Złotowski, Dworczyk			
		Christensen, Oetjen			
Article 27 – paragraph 1 – point h	<b>D = 761</b> <b>D = 764</b>	Christensen, Oetjen			
		Złotowski, Dworczyk			
Article 27 – paragraph 1 – point i	<b>D = 765</b> <b>D = 766</b>	Złotowski, Dworczyk			
		Christensen, Oetjen			
Article 27 – paragraph 1 – introductory part	= 733 = 734	Sinkevičius, Staķis	Vote together.		
		Di Rupo, Cepeda	<i>Substantively identical. If adopted, the wording of 733 will be used.</i>		
Article 27 – paragraph 1 – point d	<b>D = 743</b> <b>D = 746</b> <b>D = 747</b>	Demirel, Botenga, Mesure	Vote together		
		Kalfon, Schieder, Vind, Germain			

		Di Rupo, Cepeda			
Article 27 – paragraph 1 – point f	<b>D = 750</b> <b>D = 752</b> <b>D = 754</b>	Kalfon, Schieder, Vind, Germain	Vote together		
		Di Rupo, Cepeda			
		Demirel, Botenga, Measure			
Article 27 – paragraph 1 – point g	<b>D = 755</b> <b>D = 757</b> <b>D = 759</b>	Kalfon, Schieder, Vind, Germain	Vote together		
		Di Rupo, Cepeda			
		Demirel, Botenga, Measure			
Article 27 – paragraph 1 – point h	<b>D = 760</b> <b>D = 762</b> <b>D = 763</b>	Di Rupo, Cepeda	Vote together		
		Kalfon, Schieder, Vind, Germain			
		Demirel, Botenga, Measure			
Article 27 – paragraph 1 a (new)	767	Di Rupo, Cepeda			
Article 27 – paragraph 1 b (new)	768	Di Rupo, Cepeda			
Article 27 – paragraph 2	<b>= D 769</b> <b>= 771</b> <b>= 770</b>	Złotowski, Dworczyk	Vote together		
		Złotowski, Dworczyk			
		Christensen, Oetjen			

Article 27 – paragraph 3	D = 772 D = 773	Złotowski, Dworczyk	Vote together. If adopted, 776, 774, 775, 777 fall. Go to 778.		
		Christensen, Oetjen			
	776	Di Rupo, Cepeda	If adopted, 774 falls. Go to 775.		
	774	Kalfon, Schieder, Vind, Germain			
	775	De Meo	.		
Article 27 – paragraph 3 a (new)	777	Kalfon, Schieder, Vind, Germain			
Article 27 – paragraph 3 a (new)	= 778 = 779 = 780	Di Rupo, Cepeda	Vote together. If adopted,  <i>Substantively identical. If adopted, the wording of 780 will be used.</i>		
		Demirel, Botenga, Measure			
		Sinkevičius, Stakis			
Article 28 – paragraph 2	= 781 = 782	De Meo	Vote together  <i>Substantively identical. If adopted, the wording of 781 will be used.</i>		
		Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks			
Article 28 – paragraph 2 a (new)	= 783 = 784	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks	Vote together.  <i>Substantively identical. If adopted, the wording of 784 will be used.</i>		
		De Meo			
Article 29 – paragraph 1	67	Szczerba, Zīle			
Article 29 – paragraph 2 a (new)	785	Szczerba, Joński			
Article 29 – paragraph 2 a (new)	786	Di Rupo, Cepeda			

Article 29 – paragraph 2 a (new)	787	Demirel, Measure			
Article 30 – paragraph 1 – subparagraph 1 (new)	788	Di Rupo, Cepeda			
Article 31 – paragraph 2	789	Gomart, Le Callennec			
Article 31 a (new)	790	Kalfon, Schieder, Vind, Germain			
Article 31 a (new)	791	Demirel, Measure			
Recital 22 a (new)	205	Wcisło	<b>Do not vote.</b> Adopted/rejected with 653.		
Recital 23	206 1 <sup>st</sup> part	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> Adopted/rejected with 606.		
	206 2 <sup>nd</sup> part	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> Adopted/rejected with 612.		
	207	Di Rupo, Cepeda	<b>Do not vote.</b> Adopted/Rejected with 609.		
	208	Sinkevičius, Staķis	<b>Do not vote.</b> Adopted/Rejected with 612 or 643.		
	12	Szczerba, Zīle	<b>Do not vote.</b> Adopted/Rejected with 19.		
Recital 24	= 211 = 212 = 213	Terras	<b>Do not vote.</b> Adopted/Rejected with 617.  <i>Substantively identical. If adopted, the wording of 213 will be used.</i>		
		Vondra, Maréchal, Poźnaks, Dworczyk, Donazzan, Gambino			
		Stoyanov, Schnurrbusch, Mazurek, Droese			

	209	Sinkevičius, Staķis	<b>Do not vote.</b> Adopted/Rejected with 616, 638 or 640.		
	13	Szczerba, Zīle	<b>Do not vote.</b> Adopted/Rejected with 55.		
	210	Di Rupo, Cepeda			
Recital 25	214	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> Adopted/Rejected with 629.		
	216	Stoyanov, Schnurrbusch, Mazurek, Droese	<b>Do not vote.</b> Adopted/Rejected with 617.		
	217	Di Rupo, Cepeda	<b>Do not vote.</b> Adopted/Rejected with 631.		
	= 14 = 215	Szczerba, Zīle Terras	<b>Do not vote.</b> Adopted/Rejected with 56.		
Recital 25 a (new)	218	Terheş			
Recital 26	219	Di Rupo, Cepeda			
	= 220 = 221	Devaux, Cassart, Auštrevičius, Loiseau, Baljeu Loiseau	<b>Do not vote.</b> Adopted/Rejected with 1159/1160.		
	222	Terheş	<b>Do not vote.</b> Adopted/Rejected with 619.		
	15	Szczerba, Zīle			
Recital 26 a (new)	223	Terheş			
Recital 26 b (new)	224	Terheş			
Recital 27 a (new)	225	Terheş			
Recital 27 a (new)	226	Di Rupo, Cepeda			

Recital 28	227	Auštrevičius, Loiseau, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann			
Recital 28	= 228 = 229	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal	Vote together		
		Tosi			
	230	Di Rupo, Cepeda			
	231	Beke, Pascual de la Parte, Gahler			
Recital 28 a (new)	232	Joński, Szczerba			
Recital 28 a (new)	233	Sinkevičius, Staķis			
Recital 28 a (new)	16	Szczerba, Zīle			
Recital 28 b (new)	234	Joński, Szczerba			
Recital 28 b (new)	17	Szczerba, Zīle			
Recital 29 a (new)	235	Tosi			
Recital 30	236	Złotowski, Dworczyk			
Recital 32	242	Di Rupo, Cepeda			
Recital 32	= 243 = 244 = 245	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal	Vote together		

		Złotowski, Dworczyk			
		Joński, Szczerba			
Recital 32 a (new)	246	Wcisło	<b>Do not vote.</b> Adopted/Rejected with 653.		
Recital 32 a (new)	18	Szczerba, Zile			
Recital 33	247	Demirel, Botenga, Measure	If adopted, 248, 249, 250, 251, 252, 253, 254. 255 fall. <i>Go to 256.</i>		
	= 250 = 252 = 253	Tosi	<b>Do not vote.</b> Adopted/rejected with block vote on 735, 736, 737, 738, 739, 740, 741, 742, 744, 745, 748, 749, 751, 753, 756, 758, 761, 764, 765, 766 together.  <i>Substantially identical. If adopted, the wording of 252 will be used.</i>		
		Złotowski, Dworczyk			
		Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal			
	249	Di Rupo, Cepeda	If adopted, 251 falls. <i>Go to 248.</i>		
	251	Joński, Szczerba			
248	Kalfon, Schieder, Vind, Germain				
Recital 33 a (new)	254	Di Rupo, Cepeda			
Recital 33 a (new)	255	Kalfon, Schieder, Vind, Germain			
Recital 33 a (new)	256	Demirel, Botenga, Measure			
Recital 33 b (new)	257	Di Rupo, Cepeda			
Recital 35	258	Di Rupo, Cepeda	<b>Do not vote.</b> Adopted/Rejected with 609.		
	19	Szczerba, Zile	<b>Do not vote.</b>		

			Adopted/Rejected with 54.		
	259	Złotowski, Dworczyk			
Recital 35 a (new)	260	Sinkevičius, Staķis			
Recital 38	261	Gomart, Le Callennec			
Recital 38 a (new)	262	Kalfon, Schieder, Vind, Germain			
Recital 38 b (new)	263	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> Adopted/rejected with 496.		
Article 32 – paragraph 1 – introductory part	797	Juknevičienė, Szczerba	If adopted, 795, 796 falls. <i>Go to 794</i>		
	795	Kalfon, Schieder, Vind, Germain			
	796	Auštrevičius, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann			
	794	Gomart, Le Callennec			
	792	De Meo			
	793	Di Rupo, Cepeda			
	Article 32 – paragraph 1 – point a	801	Juknevičienė, Szczerba	If adopted, 800 falls. <i>Go to 798</i>	
800		Auštrevičius, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann			
798		Szczerba, Joński, Zile, Teodorescu Măwe			

	799	Dworczyk, Vondra, Pozņaks, Złotowski, Maréchal, Bielan			
Article 32 – paragraph 1 – point b	804	Terras	If adopted, 802, 803, 805 fall. <i>Go to 806</i>		
	802	Sinkevičius, Staķis	If adopted, 268 deemed adopted.		
	803	Kalfon, Schieder, Vind, Germain			
	805	Joński, Szczërba			
Article 32 – paragraph 1 – point b a (new)	806	Kalfon, Schieder, Vind, Germain			
Article 32 – paragraph 1 – point c	807	Auštrevičius, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann			
	808	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks			
	68	Szczërba, Zile			
Article 32 – paragraph 1 – point c a (new)	809	Sinkevičius, Staķis	If adopted, 276 deemed adopted.		
Article 32 – paragraph 1 – point e	810	Łukacijewska, Joński	If adopted, 267 deemed adopted.		
	811	Joński, Szczërba			
Article 32 – paragraph 1 – point e a (new)	812	Kalfon, Schieder, Vind			

Article 32 – paragraph 1 – point e a (new)	813	Sinkevičius, Staķis			
Article 32 – paragraph 1 – point f	= 814 = 815 = 816 2nd part	Vondra, Maréchal, Dworczyk, Donazzan, Gambino	Vote together. If adopted, 817, 822, 69, fall.  <i>Go to 818</i>		
		Szczerba, Joński			
		Fidanza, Gambino, Ciccioli, Donazzan			
	816 1 <sup>st</sup> part	Fidanza, Gambino, Ciccioli, Donazzan	<b>Do not vote.</b>  <i>Linguistic amendment.</i>		
	817	Di Rupo, Cepeda	If adopted, 69, 822, 818, 819, 820, 821 fall. <i>Go to 823</i>		
	69	Szczerba, Zile	If adopted, 822, 118 fall. <i>Go to 819/820.</i>		
	822	Sinkevičius, Staķis	If adopted, 818, 819, 820 fall. <i>Go to 821</i>		
	818	Kalfon, Schieder, Vind, Germain			
= 819 = 820	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal	Vote together			
	Tosi				
821	Joński, Szczerba				
Article 32 – paragraph 1 – point f a (new)	823	Sinkevičius, Staķis			

Article 32 – paragraph 1 – point f a (new)	70	Szczerba, Zīle			
Article 32 – paragraph 1 – point g a (new)	826	Dworczyk, Vondra, Złotowski, Bielan			
Article 32 – paragraph 1 – point g a (new)	830	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart, Strack- Zimmermann, Yar, Devaux, Christensen, Eroglu	If adopted, 299 deemed adopted.		
Article 32 – paragraph 1 – point f b (new)	824	Sinkevičius, Staķis			
Article 32 – paragraph 1 – point g	825	De Meo			
Article 32 – paragraph 1 – point g a (new)	827	Szczerba, Joński			
Article 32 – paragraph 1 – point g a (new)	828	Giménez Larraz	If adopted, 266 and 275 deemed adopted.		
Article 32 – paragraph 1 – point g a (new)	829	Beke, Pascual de la Parte, Gahler			
Article 32 – paragraph 1 – point g a (new)	831	Sinkevičius, Staķis	If adopted, 834 falls. <i>Go to 832</i> <i>Content covered in CA 4.</i>		
	834	Kyllönen	<i>Content covered in CA 4</i>		
Article 32 – paragraph 1 – point g a (new)	= 832 = 833	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen	Vote together		
		Loiseau			

Article 32 – paragraph 1 – point g a (new)	71	Szczerba, Zīle			
Article 32 – paragraph 1 a (new)	835	Kalfon, Schieder, Vind, Germain			
Article 32 – paragraph 1 a (new)	836	Di Rupo, Cepeda			
Article 32 – paragraph 1 b (new)	837	Di Rupo, Cepeda			
Article 32 – paragraph 1 c (new)	838	Di Rupo, Cepeda			
Article 32 – paragraph 2 – introductory part	72	Szczerba, Zīle	If adopted, 840 falls. <i>Go to 839</i>		
	840	Di Rupo, Cepeda			
	839	Szczerba, Joński, Zīle, Teodorescu Måwe			
	841	Kalfon, Schieder, Vind, Germain			
Article 32 – paragraph 2 – point c	842	De Meo			
	= 843 = 844	Sinkevičius, Staķis Di Rupo, Cepeda	Vote together  <i>Substantively identical. If adopted, the wording of 844 will be used.</i>		
Article 32 – paragraph 2 – point c a (new)	845	Giménez Larraz			
Article 32 – paragraph 2 – point e	847	Di Rupo, Cepeda	If adopted, 846 falls. <i>Go to 848</i>		
	846	Sinkevičius, Staķis			
	848	Fidanza, Gambino,			

		Ciccioli, Donazzan, Maréchal			
	849	Tosi			
Article 32 – paragraph 2 – point f	= 850 = 851 = 852	Vondra, Maréchal, Dworczyk, Donazzan, Gambino	Vote together. If adopted, 854 falls. <i>Go to 853</i>  <i>Substantively identical. If adopted, the wording of 851 will be used.</i>		
		Szczerba, Joński			
		Fidanza, Gambino, Ciccioli, Donazzan			
	854	Di Rupo, Cepeda	If adopted, 853 falls. <i>Go to 855.</i>		
	853	Kalfon, Schieder, Vind, Germain			
Article 32 – paragraph 2 – point f a (new)	855	Kalfon, Schieder, Vind, Germain			
Article 32 – paragraph 2 – point g	856	Kalfon, Schieder, Vind, Germain			
Article 32 – paragraph 2 – point g a (new)	858	Sinkevičius, Stakis			
Article 32 – paragraph 2 – point g a (new)	859	Kalfon, Schieder, Vind, Germain, Serrano Sierra			
Article 32 – paragraph 2 – subparagraph 1 (new)	857	Zovko			
Article 32 – paragraph 2 a (new)	860	Di Rupo, Cepeda			
Article 32 – paragraph 3	861	Vondra, Maréchal,			

		Dworczyk, Donazzan, Gambino			
	862	Giménez Larraz	If adopted, 266 deemed adopted.		
	863	De Meo			
	864	Di Rupo, Cepeda	.		
	865	Dworczyk, Vondra, Złotowski, Maréchal, Bielan			
	866	Kalfon, Schieder, Vind, Germain			
	73	Szczerba, Zīle			
Article 32 – paragraph 3 a (new)	867	Kalfon, Schieder, Vind, Germain, Serrano Sierra			
Article 32 – paragraph 4 – subparagraph 1 – point a	871	Giménez Larraz	If adopted, 868, 869, 870, 873 fall. <i>Go to 872</i>		
	868	Kalfon, Schieder, Vind, Germain			
	= 869 = 870	Szczerba, Joński  Auštrevičius, Loiseau, Devaux, Eroglu, Yar, Strack- Zimmermann			
	873	Sinkevičius, Staķis			
	872	Joński, Szczerba			

Article 32 – paragraph 4 – subparagraph 1 – point b	874	Vozemberg- Vrionidi, Meimarakis			
Article 32 – paragraph 4 – subparagraph 1 – point c	= 875 = 876 = 877	Joński, Szczerba	Vote together  <i>Substantively identical. If adopted, the wording of 876 will be used.</i>		
		Auštrevičius, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann			
		Fidanza, Gambino, Ciccioli, Donazzan, Maréchal			
Article 32 – paragraph 4 – subparagraph 1 – point c a (new)	878	Di Rupo, Cepeda			
Article 32 – paragraph 5 a (new)	879	Joński, Kircher, Szczerba	If adopted, 330, 331 deemed adopted.		
Article 32 – paragraph 5 a (new)	880	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal			
Article 33 – paragraph 1 – introductory part	881	Hava	If adopted, 882 falls. <i>Go to 883.</i>		
	882	Di Rupo, Cepeda			
	883	Sinkevičius, Staķis			
Article 33 – paragraph 1 – point a	884	Łukacijewska, Joński			
	= 885 = 886	Joński, Szczerba	Vote together  <i>Substantively identical. If adopted, the wording of 885 will be used.</i>		
		Fidanza, Gambino,			

		Ciccioli, Donazzan, Maréchal			
Article 33 – paragraph 1 – point a a (new)	74	Szczerba, Zile			
Article 33 – paragraph 1 – point c	887	Di Rupo, Cepeda			
Article 33 – paragraph 1 – subparagraph 1 (new)	888	Di Rupo, Cepeda			
Article 33 – paragraph 1 a (new)	889	Di Rupo, Cepeda			
Article 33 – paragraph 1 a (new)	890	Kalfon, Schieder, Vind, Germain			
Article 33 – paragraph 2 – introductory part	892	Sinkevičius, Staķis	If adopted, 891 falls. <i>Go to 893.</i>		
	891	Di Rupo, Cepeda			
Article 33 – paragraph 2 – point a	= 893 = 894	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen Loiseau	If adopted, 895, 896 fall. <i>Go to 897.</i>		
	895	Di Rupo, Cepeda	If adopted, 896 falls. <i>Go to 897.</i>		
	896	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart, Strack- Zimmermann, Yar, Devaux, Loiseau, Eroglu			

Article 33 – paragraph 2 – point b	897	Kalfon, Schieder, Vind, Germain		
	898	Dworczyk, Vondra, Złotowski, Bielan		
	75	Szczerba, Zīle		
Article 33 – paragraph 2 – point c	76	Szczerba, Zīle		
Article 33 – paragraph 2 – point d	899	Dworczyk, Vondra, Złotowski, Bielan		
Article 33 – paragraph 2 – point d a (new)	900	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal		
Article 33 – paragraph 2 – point d a (new)	901	Joński, Kircher, Szczerba		
Article 33 – paragraph 2 – point d a (new)	902	Kalfon, Schieder, Vind, Germain		
Article 33 – paragraph 2 – point d a (new)	= 903	Loiseau	Vote together	
	= 904	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen		
Article 33 – paragraph 2 a (new)	905	Joński, Kircher, Szczerba		
Article 33 – paragraph 3 – introductory part	906	Di Rupo, Cepeda		
	907	Sinkevičius, Stakis		
	908	Joński, Szczerba		

	909	Kalfon, Schieder, Vind, Germain			
	910	Dworczyk, Vondra, Złotowski, Bielan			
	77	Szczerba, Zīle			
Article 33 – paragraph 3 – point a	= 911 = 78	Di Rupo, Cepeda	Vote together		
		Szczerba, Zīle	<i>Substantively identical. If adopted, the wording of 911 will be used.</i>		
Article 33 – paragraph 3 – point b	79	Szczerba, Zīle			
Article 33 – paragraph 3 – point e	912	Dworczyk, Vondra, Złotowski, Bielan			
Article 33 – paragraph 3 – point e a (new)	913	Giménez Larraz			
Article 33 – paragraph 3 – point e a (new)	= 914 = 915	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen	Vote together. If adopted, 917, 80 fall. <i>Go to 918</i>		
		Loiseau			
	917	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal			
	80	Szczerba, Zīle			
Article 33 – paragraph 3 – point e a (new)	918	Sinkevičius, Stakis			
Article 33 – paragraph 3 – point e b (new)	81	Szczerba, Zīle			

Article 33 – paragraph 3 – point e a (new)	916	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart, Strack- Zimmermann, Yar, Devaux, Eroglu			
Article 33 – paragraph 3 – point e b (new)	= 919 = 920	Devaux, Cassart, Auštrevičius, Loiseau, Baljeu, Oetjen	Vote together		
		Loiseau			
Article 33 – paragraph 3 a (new)	921	Vondra, Maréchal, Dworczyk, Donazzan, Gambino			
Article 33 – paragraph 4	82	Szczerba, Zīle	If adopted, 926 1 <sup>st</sup> part, 927 1 <sup>st</sup> part, 928, 929, 930, 925 1 <sup>st</sup> part fall. <i>Go to 925 2nd part</i>		
	= 926 1 <sup>st</sup> part = 927 1 <sup>st</sup> part = 928 = 929 = 930	Loiseau	Vote together		
		Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen			
		Kalfon, Schieder, Vind, Germain			
		Koning Beke, Koning, Pascual de la Parte, Gahler			
	925 1 <sup>st</sup> part	Di Rupo, Cepeda			
	925 2 <sup>nd</sup> part	Di Rupo, Cepeda			

	926 2nd part	Loiseau			
	927 2nd part	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen			
	923	Sinkevičius, Staķis			
	924	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal			
	922	De Meo			
Article 33 – paragraph 4 a (new)	932	Joński, Szczerba	If adopted, 933, 931 fall. <i>Go to 934</i>		
	= 933 = 939 = 940	Złotowski, Dworczyk	If adopted, 931 falls. <i>Go to 934</i>		
		Loiseau	<i>Substantively identical. If adopted, the wording of 933 will be used.</i>		
		Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Oetjen			
931	Di Rupo, Cepeda				
Article 33 – paragraph 5 – subparagraph 1	= 934 = 935	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal	Vote together  <i>Substantively identical. If adopted, the wording of 934 will be used.</i>		
		Joński, Szczerba			
	936	Di Rupo, Cepeda			
Article 33 – paragraph 5 a (new)	937	Wcisło			

Article 33 – paragraph 5 a (new)	938	Fidanza, Gambino, Ciccio, Donazzan, Maréchal			
Article 34 – paragraph 1 – introductory part	941	Stoyanov, Schnurrbusch, Mazurek, Droese			
Article 34 – paragraph 1 – point b	945	Pokorná Jermanová	If adopted, 942, 943, 944, 946, 947 fall. <i>Go to 948.</i>		
	942	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart, Strack-Zimmermann, Yar, Devaux, Christensen, Eroglu			
	943	Joński, Szczerba			
	944	Di Rupo, Cepeda	If adopted, 946 falls. <i>Go to 947.</i>		
	946	Sinkevičius, Staķis			
	947	Beke, Koning, Pascual de la Parte, Gahler			
Article 34 – paragraph 1 – point b – point i (new)	948	Beke, Koning, Pascual de la Parte, Gahler			
Article 34 – paragraph 1 – point b – point ii (new)	949	Beke, Koning, Pascual de la Parte, Gahler			
Article 34 – paragraph 1 – point b – point iii (new)	950	Beke, Koning, Pascual de la Parte, Gahler			

Article 34 – paragraph 1 – point b – point iv (new)	951	Beke, Koning, Pascual de la Parte, Gahler			
Article 34 – paragraph 1 – point b – point v (new)	952	Beke, Koning, Pascual de la Parte, Gahler			
Article 34 – paragraph 1 – point b – point vi (new)	953	Beke, Koning, Pascual de la Parte, Gahler			
Article 34 – paragraph 1 – point b – point vii (new)	954	Beke, Koning, Pascual de la Parte, Gahler			
Article 34 – paragraph 1 – point b – point viii (new)	955	Beke, Koning, Pascual de la Parte, Gahler			
Article 34 – paragraph 1 – point b – point ix (new)	956	Beke, Koning, Pascual de la Parte, Gahler			
Article 34 – paragraph 1 – point b a (new)	957	Koning			
Article 34 – paragraph 1 – point c	= 960 = 961	Koning Beke, Koning, Pascual de la Parte, Gahler	Vote together		
	958 1 <sup>st</sup> part	Auštrevičius, Devaux, Eroglu, Yar, Groothuis, Strack-Zimmermann	If adopted, 959 falls. <i>Go to 958</i>		
	959	Kalfon, Schieder, Vind, Germain			
	= 958 2nd part = 962	Auštrevičius, Devaux, Eroglu, Yar,	Vote together		

	= 963	Groothuis, Strack- Zimmermann			
		Joński, Szczerba			
		Fidanza, Gambino, Ciccioli, Donazzan, Maréchal			
	= 964 = 965	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen	Vote together		
		Loiseau			
Article 34 – paragraph 1 – point d	968	Teodorescu Măwe	If adopted, 966, 967, 969, 83 fall. <i>Go to 970</i>		
	= 966 = 967	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal	Vote together. If adopted, 969, 83 fall. <i>Go to 970</i>		
		Tosi			
	969	Sinkevičius, Staķis	If adopted, 83 falls. <i>Go to 970.</i>		
	83	Szczerba, Zīle			
	= 970 = 971	Beke, Koning, Pascual de la Parte, Gahler	Vote together		
		Koning			
	972	Auštrevičius, Loiseau, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann			
	= 974 = 975	Vondra, Maréchal,	Vote together		

Article 34 – paragraph 1 – point d a (new)		Dworczyk, Donazzan, Gambino			
		Szczerba, Joński			
Article 34 – paragraph 1 – point d a (new)	= 976 = 977	Loiseau	Vote together		
		Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen			
Article 34 – paragraph 1 – subparagraph 1 (new)	973	Kalfon, Schieder, Vind, Germain			
Article 34 – paragraph 2 – introductory part	978	Koning			
	979	Joński, Szczerba			
Article 34 – paragraph 2 – point a	980	Di Rupo, Cepeda			
	981	Teodorescu Măwe			
Article 34 – paragraph 2 – point c a (new)	982	Sinkevičius, Stakis			
Article 34 – paragraph 2 – point d	983	Koning			
Article 34 – paragraph 2 – point d a (new)	= 984 = 985	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal	Vote together		
		Szczerba, Joński			
Article 34 – paragraph 2 a (new)	986	De Meo			
Article 34 – paragraph 3	987	Dworczyk, Vondra,			

		Złotowski, Maréchal, Bielan			
	988	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal	If adopted, 989 falls. Go to 990.		
	989	Kalfon, Schieder, Vind, Germain			
Article 34 – paragraph 4	84	Szczerba, Zile	If adopted, 993 falls. <i>Go to 990.</i>		
	993	Di Rupo, Cepeda			
	= 990 = 991	Koning Beke, Koning, Pascual de la Parte, Gahler	Vote together		
	992	De Meo			
Article 34 – paragraph 4 a (new)	994	Demirel, Mesure			
Article 34 – paragraph 4 a (new)	= 995 = 996	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal	Vote together		
		Szczerba, Joński			
Article 34 – paragraph 4 b (new)	997	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal			
Recital 39	264	Stoyanov, Schnurrbusch, Mazurek, Droese			
	265	Gomart, Le Callennec			

		20	Szczerba, Zīle		
Recital (new)	39 a	266	Giménez Larraz	<b>Do not vote.</b> Adopted/rejected with 828 or 862.	
Recital (new)	39 a	267	Łukacijewska, Joński	<b>Do not vote.</b> Adopted/rejected with 810.	
Recital (new)	39 a	268	Sinkevičius, Staķis	<b>Do not vote.</b> Adopted/rejected with 802.	
Recital (new)	39 a	269	Zovko		
Recital (new)	39 a	270	Tosi		
Recital (new)	39 a	271	Joński, Kircher, Szczerba		
Recital (new)	39 a	= 272 = 21	Dworczyk, Vondra, Pozņaks, Złotowski, Maréchal, Bielan  Szczerba, Zīle	Vote together.  <i>Substantively identical. If adopted, the wording of 272 will be used.</i>	
Recital (new)	58 a	358	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart, Strack- Zimmermann, Yar, Christensen, Eroglu		
Recital (new)	40 a	273	Joński, Szczerba	If adopted, 274 falls. <i>Go to 275</i>	
Recital (new)	40 a	274	Sinkevičius, Staķis		
Recital (new)	40 a	275	Giménez Larraz	<b>Do not vote.</b> Adopted/rejected with 828.	
Recital (new)	40 a	276	Wcisło	<b>Do not vote.</b> Adopted/rejected with 809.	
Recital (new)	41 a	277	Auštrevičius, Loiseau, Devaux,		

		Eroglu, Yar, Groothuis, Strack- Zimmermann			
Recital 42	279	Dworczyk, Vondra, Pozņaks, Złotowski, Bielan	If adopted, 281 falls. <i>Go to 278.</i>		
	281	Beke, Pascual de la Parte, Gahler			
	278	Sinkevičius, Staķis			
	280	Mehnert			
	282	Kalfon, Schieder, Vind, Germain			
Recital 43	283	Kalfon, Schieder, Vind, Germain	If adopted, 285, 286 fall. <i>Go to 284.</i>		
	= 285 =286	Loiseau	Vote together		
		Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen			
	284	Beke, Pascual de la Parte, Gahler			
287	Sinkevičius, Staķis				
Recital 44	288	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart, Strack- Zimmermann, Yar, Devaux, Christensen, Loiseau, Eroglu			

	289	Mehnert			
	290	Koning			
	= 291 = 292	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Oetjen	Vote together		
		Loiseau			
	293	Beke, Pascual de la Parte, Gahler			
	294	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino			
Article 3 – paragraph 1 – point 14	393	Kalfon, Schieder, Vind	Vote together. If adopted, 392, 294, 33, 396, 397, 1077 fall. <i>Go to 998.</i>		
	<b>D 395</b>	Kalfon, Schieder, Vind			
	392	Szczerba, Joński	If adopted, 1077 falls.		
	394	Joński, Szczerba	If adopted, 1077 falls.		
	33	Szczerba, Zīle	If adopted, 1077 falls.		
Article 3 – paragraph 1 – point 15	396	Szczerba, Joński	If adopted, 1077 falls.		
	397	Joński, Szczerba	If adopted, 1077 falls.		
Article 35 – paragraph 14 a (new)	1077	Sinkevičius, Stakšis	Falls if 393, 395, 392, 294, 33, 396, <b>or</b> 397 is adopted. If adopted, 312 deemed adopted.		
Article 35	<b>D 998</b>	Stoyanov, Schnurrbusch, Mazurek, Droese	If adopted, 579, 580, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035,		

			1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091 1092 fall. <i>Go to 1093.</i>		
Article 35 – paragraph 1	1000	Szczerba, Joński, Zile, Teodorescu Måwe	If adopted, 85, 1002, 1003 fall. <i>Go to 1006.</i>		
	85	Szczerba, Zile	If adopted, 1002, 1003 fall, and 22 deemed adopted. <i>Go to 1006.</i>		
	1002	Terheş	If adopted, 1003 falls. <i>Go to 1006.</i>		
	1003	Sinkevičius, Staķis			
	1006	Vondra, Maréchal, Dworczyk			
	999	Dworczyk, Vondra, Złotowski, Maréchal, Bielan			
	1001	Demirel, Botenga, Mesure			
	1004	Kalfon, Schieder, Vind, Germain			
	1005	Toveri	If adopted, 1014, 1041 deemed adopted, and wording (“ <i>of a dual-use nature</i> ”) in 1026 will be aligned accordingly.		

Article 35 – paragraph 1 a (new)	1007	Kalfon, Schieder, Vind, Germain	<b>Block vote</b> Vote 1007 and 1059 together. If adopted, 1071 falls, and 1081, 1082. 302, 321 deemed adopted. <i>Go to 1008.</i>		
Article 35 – paragraph 8 b (new)	1059	Kalfon, Schieder, Vind, Germain			
Article 35 – paragraph 13 a (new)	1071	Vondra, Maréchal, Dworczyk, Donazzan, Gambino	If adopted, 309 deemed adopted.		
Article 35 – paragraph 2	1008	Kalfon, Schieder, Vind	If adopted, 1013, 1009 fall, and 297 deemed adopted. <i>Go to 1012.</i>		
	1013	Beke, Pascual de la Parte, Gahler	If adopted, 1009 falls. <i>Go to 1012.</i>		
	1009	Di Rupo, Cepeda	<i>Content covered in CA 4.</i>		
	1012	Terheş			
	= 1010 = 1011	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen Loiseau	Vote together		
	1014	Toveri	<b>Do not vote.</b> Adopted/rejected with 1005.		
Article 35 – paragraph 2 a (new)	1015	Terheş			
Article 35 – paragraph 2 a (new)	1016	Kalfon, Schieder, Vind, Germain			
Article 35 – paragraph 2 a (new)	1017	Di Rupo, Cepeda			
Article 35 – paragraph 2 b (new)	1018	Di Rupo, Cepeda			

Article 35 – paragraph 2 c (new)	1019	Di Rupo, Cepeda			
Article 35 – paragraph 3 a (new)	= 1020 = 1022 = 1035	Vondra, Maréchal, Dworczyk	Vote together  <i>Substantively identical. If adopted, the wording of 1020 will be used.</i>		
		Fidanza, Gambino, Ciccio, Donazzan			
		Di Rupo, Cepeda			
Article 35 – paragraph 3 a (new)	1075	Złotowski, Dworczyk	If adopted, 1021, 1076, 1046 fall. <i>Go to 1023.</i>		
	1021	Di Rupo, Cepeda	If adopted, 1076, 1046 fall. <i>Go to 1023.</i>		
	1076	Joński, Szczerba	If adopted, 1046 falls. <i>Go to 1023.</i>		
	1046	Auštrevičius, Devaux, Eroglu, Yar, Strack-Zimmermann			
Article 35 – paragraph 3 b (new)	1023	Di Rupo, Cepeda			
Article 35 – paragraph 4	= 1025 1 <sup>st</sup> part = 1026 1 <sup>st</sup> part = 1027 1 <sup>st</sup> part	Szczerba, Joński	Vote together.  <i>Go to 1030.</i>  <i>1026 1<sup>st</sup> part = “ ... is avoided”.</i>  <i>Substantively identical. If adopted, the wording of 1025 1<sup>st</sup> part will be used.</i>		
		Joński, Tosi, Szczerba			
		Fidanza, Gambino, Ciccio, Donazzan			
	1030	Dworczyk, Złotowski,	If adopted, 1024 1 <sup>st</sup> part, 1026 2nd part, 1025 2nd part, 1027 2nd part, 1031, 1032 fall.		

		Maréchal, Bielan	<i>Go to 1028.</i>		
	= 1024 1 <sup>st</sup> part = 1026 2nd part = 1025 2nd part = 1027 2nd part	Fidanza, Gambino, Ciccioli, Donazzan	Vote together. If adopted, 1031, 1032 fall. <i>Go to 1028.</i>		
		Szczerba, Joński			
		Joński, Tosi, Szczerba			
		Fidanza, Gambino, Ciccioli, Donazzan			
	= 1031 = 1032	Devaux, Cassart, Christensen, Loiseau			
		Loiseau			
	1028	Di Rupo, Cepeda			
	1024 2 <sup>nd</sup> part	Fidanza, Gambino, Ciccioli, Donazzan			
	1029 2 <sup>nd</sup> part	Kalfon, Schieder, Vind, Germain			
	86	Szczerba, Zīle			
	1029 1 <sup>st</sup> part	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b>  <i>The wording will be aligned with the vote on 1000, 85, 1002, 1003.</i>		
Article 35 – paragraph 4 a (new)	= 1033 = 1034	Loiseau, Devaux	Vote together		
		Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen			

Article 15 – paragraph 2 b (new) <i>Subject to renumbering.</i>	580	Wcisło			
Article 35 – paragraph 4 a (new)	87	Szczerba, Zile			
Article 35 – paragraph 4 b (new)	1036	Loiseau			
Article 35 – paragraph 5	= 1037 = 1038	Dworczyk, Vondra, Złotowski, Bielan	Vote together		
		Meimarakis, Vozemberg-Vrionidi			
Article 35 – paragraph 6	<b>D</b> 1039	Dworczyk, Vondra, Złotowski, Bielan	If adopted, 1040, 1041, 88 fall. <i>Go to 1042.</i>		
	1040	Kalfon, Schieder, Vind, Germain			
	88	Szczerba, Zile			
	1041	Di Rupo, Cepeda			
Article 35 – paragraph 6 a (new)	1042	Di Rupo, Cepeda			
Article 35 – paragraph 7	1043	Vozemberg-Vrionidi, Meimarakis			
	1045	Dworczyk, Vondra, Złotowski, Bielan			
	1044	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> <i>The wording will be aligned with the vote on 1000, 85, 1002, 1003.</i>		

Article 35 – paragraph 8	1054	Fidanza, Gambino, Ciccioli, Donazzan	If adopted, 1048, 1049, 1050, 1055, 1051, 1052 fall. <i>Go to 1047.</i>		
	1048	Fidanza, Gambino, Ciccioli, Donazzan	If adopted, 1049, 1050 fall. <i>Go to 1055.</i>		
	= 1049 = 1050	Loiseau	Vote together.		
		Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen			
	1055	Dworczyk, Vondra, Złotowski, Bielan			
	1051	Fidanza, Gambino, Ciccioli, Donazzan	If adopted, 1052 falls. <i>Go to 1047.</i>		
	1052	Sinkevičius, Stašis			
	1047	Zovko			
	1053	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> <i>The wording will be aligned with the vote on 1000, 85, 1002, 1003.</i>		
Article 35 – paragraph 8 a (new)	= 1056 = 1091	Fidanza, Gambino, Ciccioli, Donazzan	Vote together. If adopted, 1074 falls. <i>Go to 1057.</i>  <i>Substantively identical. If adopted, the wording of 1056 will be used.</i>		
		De Meo			
	1074	Kalfon, Schieder, Vind, Germain			
Article 35 – paragraph 8 a (new)	1057	Kalfon, Schieder, Vind, Germain			

Article 35 – paragraph 8 a (new)	1058	Di Rupo, Cepeda			
Article 35 – paragraph 9	1060	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> <i>The wording will be aligned with the vote on 1000, 85, 1002, 1003.</i>		
Article 35 – paragraph 10	1061	Dworczyk, Vondra, Złotowski, Maréchal, Bielan			
	1062	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> <i>The wording will be aligned with the vote on 1000, 85, 1002, 1003.</i>		
Article 35 – paragraph 11	1063	Dworczyk, Vondra, Złotowski, Maréchal, Bielan	If adopted, 1065 falls. <i>Go to 1066.</i>		
	1065	Vozemberg-Vrionidi, Meimarakis			
	1064	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> <i>The wording will be aligned with the vote on 1000, 85, 1002, 1003.</i>		
Article 35 – paragraph 12  Article 15 – paragraph 2 a (new)	<b>D</b> 1066	Dworczyk, Vondra, Złotowski, Bielan	If adopted, 579, 1067, 1068, 89, 1069, 1070 fall. <i>Go to 90.</i>		
	579	Wcisło	If adopted, 1067, 1068, 89, 1069, 1070 fall. <i>Go to 90.</i>		
	1067	Terheş	If adopted, 1068, 89, 1069, fall. <i>Go to 90.</i>		
	1068	Auštrevičius, Loiseau, Devaux, Eroglu, Yar, Groothuis, Strack-Zimmermann	If adopted, 89, 1069, fall. <i>Go to 90.</i>		

	89	Szczerba, Zile	If adopted, 1069 falls. <i>Go to 90.</i>		
	1069	Di Rupo, Cepeda			
	1070	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> <i>The wording will be aligned with the vote on 1000, 85, 1002, 1003</i>		
Article 35 – paragraph 13	90	Szczerba, Zile			
Article 35 – paragraph 14 a (new)	1073	Wcislo	If adopted, 91 falls. Go to 92.		
Article 35 – paragraph 14	1072	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> <i>The wording will be aligned with the vote on 1000, 85, 1002, 1003</i>		
	91	Szczerba, Zile			
Article 35 – paragraph 15 – subparagraph 1 – introductory part	92	Szczerba, Zile	If adopted, 1079, 1078, 1080 fall. <i>Go to 1083.</i>		
	1079	Kalfon, Schieder, Vind, Germain	If adopted, 1078, 1080 fall. <i>Go to 1083.</i>		
	1078	Di Rupo, Cepeda			
	1080	Vondra, Maréchal, Dworczyk			
Article 35 – paragraph 15 – subparagraph 1 – point a	1081	Kalfon, Schieder, Vind, Germain	<b>Do not vote</b> Adopted/rejected with block vote on 1007 and 1059.		
Article 35 – paragraph 15 – subparagraph 1 – point a a (new)	1082	Kalfon, Schieder, Vind, Germain	<b>Do not vote</b> Adopted/rejected with block vote on 1007 and 1059.		
Article 35 – paragraph 15 – subparagraph 1	1083	Kalfon, Schieder, Vind, Germain			

– point a b (new)					
Article 35 – paragraph 15 – subparagraph 1 – point e a (new)	1084	Meimarakis, Vozemberg- Vrionidi			
Article 35 – paragraph 15 – subparagraph 2 – point b a (new)	1085	Vozemberg- Vrionidi, Meimarakis			
Article 35 – paragraph 15 a (new)	1086	Wcisło			
Article 35 – paragraph 15 b (new)	1087	Wcisło			
Article 35 a (new)	1088	Di Rupo, Cepeda			
Article 39 – paragraph 1 a (new)	1130	Sinkevičius, Staķis	If adopted, 1101, 1092 fall. <i>Go to 1089.</i>		
Article 36 a (new)	1101	Demirel, Botenga, Measure	If adopted, 1092 falls. <i>Go to 1089.</i>		
Article 35 b (new)	1092	Di Rupo, Cepeda			
Article 35 a (new)	1089	Demirel, Botenga, Measure			
Article 35 a (new)	1090	Wcisło			
Article 36 – paragraph 1	= D 1093 = D 1094	Terras, Toveri Stoyanov, Schnurrbusch, Mazurek, Droese	Vote together		
Article 36 – paragraph 3 a (new)	1095	Vozemberg- Vrionidi, Meimarakis	If adopted, 327 deemed adopted.		

Article 36 – paragraph 4	= D 1096 = D 1097	Terras, Toveri Vozemberg-Vrionidi, Meimarakis	Vote together. If adopted, 1098, 1099, 1100 fall. <i>Go to 93</i>		
	= 1098 = 1099	Pokorná Jermanová, Buxadé Villalba, Thionnet	Vote together. If adopted, 1100 falls. <i>Go to 93</i>		
		Vondra, Maréchal, Dworczyk, Donazzan, Gambino			
	1100	Di Rupo, Cepeda			
Article 36 – paragraph 4 a (new)	93	Szczerba, Zīle	If adopted, 32 deemed adopted.		
Article 36 – paragraph 4 b (new)	94	Szczerba, Zīle			
Article 37 – paragraph 1 – subparagraph 1 – introductory part	95	Szczerba, Zīle	If adopted, 1102 falls, and 98 deemed adopted. <i>Go to 1103</i>		
	1102	Di Rupo, Cepeda	If adopted, 98 deemed adopted.		
Article 37 – paragraph 1 – subparagraph 1 – point a	1103	Fidanza, Gambino, Ciccioli, Donazzan			
	1104	Di Rupo, Cepeda			
Article 37 – paragraph 1 – subparagraph 1 – point b	= 1105 = 1106	Loiseau	Vote together		
		Devaux, Cassart, Christensen, Loiseau, Oetjen			
Article 37 – paragraph 1 – subparagraph 1	96	Szczerba, Zīle	<b>Block vote</b> Vote 96 and 97 together.		

– point c – point 1					
Article 37 – paragraph 1 – subparagraph 1 – point c – point 2	97	Szczerba, Zīle			
Article 37 – paragraph 2	98	Szczerba, Zīle	<b>Do not vote.</b> Adopted/rejected with 95 or 1102.		
Article 37 – paragraph 2 a (new)	1107	Wcisło			
Article 38 – paragraph 1	1113	Pokorná Jermanová, Buxadé Villalba, Thionnet	If adopted, 1108 1 <sup>st</sup> part falls. <i>Go to 1108 2nd part</i>		
	1108 1 <sup>st</sup> part	Di Rupo, Cepeda			
	1108 2nd part	Di Rupo, Cepeda			
	1109	Fidanza, Gambino, Ciccio, Donazzan			
	1110	Kalfon, Schieder, Vind, Germain			
	1111	Vozemberg-Vrionidi, Meimarakis			
	1112	Sinkevičius, Staķis			
Article 38 – paragraph 2 – point a	1114	Kalfon, Schieder, Vind, Germain			
	1115	Auštrevičius, Devaux, Eroglu, Groothuis, Strack-Zimmermann	<b>Do not vote.</b> <i>The wording will be aligned with the vote on 1000, 85, 1002, 1003.</i>		

Article 38 – paragraph 2 – point b	1116	Sinkevičius, Staķis	If adopted, 1117, 1118, 1119, 1121 fall. <i>Go to 1120.</i>		
	1117	De Meo	If adopted, 1118, 1119, 1121 fall. <i>Go to 1120.</i>		
	1118	Vozemberg- Vrionidi, Meimarakis	If adopted, 1119, 1121 fall. <i>Go to 1120.</i>		
	1119	Fidanza, Gambino, Ciccioli, Donazzan	If adopted, 1121 falls. <i>Go to 1120.</i>		
	1121	Fidanza, Gambino, Ciccioli, Donazzan			
	1120	Di Rupo, Cepeda			
Article 38 – paragraph 2 – point c a (new)	1122	Terras			
Article 38 – paragraph 3	= 1123 = 1124	Sinkevičius, Staķis	Vote together. If adopted, 1125 falls. <i>Go to 1126.</i>		
		Demirel, Botenga, Measure			
	1125	Di Rupo, Cepeda			
Article 38 – paragraph 3 a (new)	1126	Sinkevičius, Staķis			
Article 38 – paragraph 3 a (new)	1127	Vozemberg- Vrionidi, Meimarakis			
Article 39 – paragraph 1	1128	Vozemberg- Vrionidi, Meimarakis			
	1129	Kalfon, Schieder, Vind, Germain	If adopted, 391, 1131, and corresponding wording in 1135 deemed adopted.		

	99	Szczerba, Zīle			
Article 39 – paragraph 2 – introductory part	1131	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> Adopted/rejected with 1129.		
Article 39 – paragraph 2 – point a	1132	Vozemberg- Vrionidi, Meimarakis			
Article 39 – paragraph 2 – point b	1133	Kalfon, Schieder, Vind, Germain	<b>Block vote</b> Vote 1133 and 1134 together.		
Article 39 – paragraph 3	1134	Kalfon, Schieder, Vind, Germain			
Article 39 – paragraph 3 a (new)	1135	Kalfon, Schieder, Vind, Germain	Vote all words except “ <i>or a stand by contract</i> ”. Those words are adopted/rejected with vote on 1129.		
Article 39 – paragraph 3 a (new)	1136	Di Rupo, Cepeda			
Recital 31 a (new)	237	Di Rupo, Cepeda			
Recital 31 a (new)	238	Auštrevičius, Loiseau, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann			
Recital 31 b (new)	239	Di Rupo, Cepeda			
Recital 31 c (new)	240	Di Rupo, Cepeda			
Recital 31 d (new)	241	Di Rupo, Cepeda			
Recital 45	297	Kalfon, Schieder, Vind	<b>Do not vote.</b> Adopted/rejected with 1008.		
	298	Fidanza, Gambino, Ciccioli,			

		Donazzan, Pozņaks			
	22	Szczerba, Zīle	<b>Do not vote.</b> Adopted/rejected with 85.		
Recital (new)	45 a	299 Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart, Strack- Zimmermann, Yar, Devaux, Christensen, Eroglu	<b>Do not vote.</b> Adopted/rejected with 830.		
Recital (new)	45 a	300 Kalfon, Schieder, Vind			
Recital (new)	45 a	301 Di Rupo, Cepeda			
Recital (new)	45 b	302 Kalfon, Schieder, Vind, Germain	<b>Do not vote</b> Adopted/rejected with block vote on 1007 and 1059.		
Recital (new)	45 b	303 Di Rupo, Cepeda			
Recital (new)	45 c	304 Di Rupo, Cepeda			
Recital 46		307 Dworczyk, Vondra, Złotowski, Bielan	If adopted, 305, 312 fall. <i>Go to 308.</i>		
		305 Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks, Maréchal	If adopted, 312 falls. <i>Go to 308.</i>		
		312 Sinkevičius, Staķis	<b>Do not vote.</b> Adopted/rejected with 1077.		
		308 Joński, Tosi, Szczerba			
Recital (new)	46 a	313 Kalfon, Schieder, Vind, Germain	If adopted, 310, 311 fall. <i>Go to 314.</i>		

	= 310 = 311	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen	Vote together.		
		Loiseau			
	306	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> Adopted/rejected with 1004.		
	309	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino	<b>Do not vote</b> Adopted/rejected with 1071.		
Recital 46 a (new)	314	Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks			
Recital 46 a (new)	315	Dworczyk, Vondra, Pozņaks, Złotowski, Maréchal, Bielan			
Recital 46 a (new)	= 316 = 317 = 318 = 319 = 320	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen	Vote together. If adopted, 335 falls. <i>Go to 321.</i>  <i>Substantively identical. If adopted, the wording of 318 will be used.</i>		
		Loiseau			
		Joński, Szczerba			
		Złotowski, Dworczyk			
		Di Rupo, Cepeda			
Recital 44 a (new)	= 295 = 296	Devaux, Cassart, Christensen,	Vote together		

			Auštrevičius, Loiseau, Baljeu, Oetjen			
			Loiseau			
Recital (new)	6 b	153	Kyllönen			
Recital (new)	6 c	154	Kyllönen			
Recital (new)	51 a	335	Vozemberg- Vrionidi, Meimarakis			
Recital (new)	46 b	321	Kalfon, Schieder, Vind, Germain	<b>Do not vote</b> Adopted/rejected with block vote on 1007 and 1059.		
Recital (new)	46 b	322	Di Rupo, Cepeda			
Recital (new)	46 b	= 323	Loiseau			
		= 324	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen			
Recital 47		= 325	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Oetjen			
		= 326				
		327	Vozemberg- Vrionidi, Meimarakis			
		23	Szczerba, Zīle	<b>Do not vote.</b> Adopted/rejected with 93.		
Recital (new)	48 a	24	Szczerba, Zīle	If adopted, 328 falls. <i>Go to 329.</i>		
Recital (new)	48 a	328	Sinkevičius, Staķis			
Recital (new)	48 a	329	Groothuis, Baljeu,			

		Auštrevičius, Oetjen, Cassart, Strack- Zimmermann, Yar, Christensen, Eroglu			
Recital 48 a (new)	= 330 = 331	Loiseau Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen	<b>Do not vote.</b> Adopted/rejected with 879.		
Recital 49	= 332 = 333	Joński, Tosi, Szczerba Fidanza, Gambino, Ciccioli, Donazzan, Pozņaks	Vote together.  <i>Substantively identical. If adopted, the wording of 333 will be used.</i>		
Recital 51 a (new)	334	Sinkevičius, Staķis			
Recital 52	336	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> Adopted/rejected with 1129.		
Article 40 – paragraph 1	1140	Wcisło	If adopted, 100, 1141, 1139, 1138 fall. <i>Go to 1137.</i>		
	100	Szczerba, Zīle	If adopted, 1141, 1139 fall.’ <i>Go to 1138</i>		
	1141	Stoyanov, Schnurrbusch, Mazurek, Droese	If adopted, 1139 falls. <i>Go to 1138.</i>		
	1139	Di Rupo, Cepeda			
	1138	De Meo			
	1137	Zovko			

Article 40 – paragraph 1 a (new)	101	Szczerba, Zīle			
Article 40 – paragraph 2 – point d	1142	Di Rupo, Cepeda			
	1143	Kalfon, Schieder, Vind, Germain			
Article 40 – paragraph 2 – point d a (new)	1144	Szczerba, Joński			
Article 40 – paragraph 2 – subparagraph 1 (new)	1145	Zovko			
Article 40 – paragraph 2 a (new)	1146	Wcisło			
Article 40 – paragraph 2 a (new)	1147	Sinkevičius, Staķis			
Article 40 a (new)	1149	Di Rupo, Cepeda	If adopted, 1148 falls. <i>Go to 1150.</i>		
Article 40 – paragraph 2 b (new)	1148	Sinkevičius, Staķis			
Article 41 – paragraph 1	1150	Dworczyk, Vondra, Złotowski, Maréchal, Bielan			
Article 41 – paragraph 2 – point a	102	Szczerba, Zīle			
Article 41 – paragraph 2 – point d	<b>D</b> 1151	Stoyanov, Schnurrbusch, Mazurek, Droese	If adopted, 1152 falls. <i>Go to 1153.</i>		
	1152	Sinkevičius, Staķis			

Article 41 – paragraph 2 – point f	1153	De Meo			
Article 41 – paragraph 2 – point h a (new)	1154	Toveri, Terras			
Article 41 – paragraph 2 – point h a (new)	1155	Di Rupo, Cepeda			
Article 41 – paragraph 2 – point h b (new)	1156	Di Rupo, Cepeda			
Article 41 – paragraph 3	1157	Sinkevičius, Staķis			
	1158	Vondra, Maréchal, Dworczyk, Donazzan, Gambino			
	103	Szczerba, Zīle	If adopted, 1159, 1160 deemed adopted. <i>Go to 1161.</i>		
	= 1159 = 1160	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen	Vote together. If adopted, 220/221 deemed adopted.		
		Loiseau			
	1161	Kalfon, Schieder, Vind, Germain			
1162	Thionnet				
Article 41 – paragraph 3 a (new)	1163	Joński, Szczerba			
Article 41 – paragraph 3 a (new)	1164	Di Rupo, Cepeda	If adopted, 1168 falls. <i>Go to 1165.</i>		
Article 41 – paragraph 4 a (new)	1168	Złotowski, Dworczyk			

Article 41 – paragraph 4	1165	Toveri, Terras	If adopted, 104 falls. <i>Go to 1166.</i>		
	104	Szczerba, Zīle			
	1166	Joński, Szczerba			
	1167	Stoyanov, Schnurrbusch, Mazurek, Droese			
Article 41 – paragraph 6	1169	Zovko			
	1170	Dworczyk, Vondra, Złotowski, Maréchal, Bielan			
Article 41 – paragraph 7 a (new)	1171	Szczerba, Joński	If adopted, 349 deemed adopted.		
Article 42 – paragraph 1 – introductory part	1172	Di Rupo, Cepeda			
	1173	Stoyanov, Schnurrbusch, Mazurek, Droese			
Article 42 – paragraph 1 – point a a (new)	1174	Kalfon, Schieder, Vind, Germain			
Article 42 – paragraph 1 – point b	1175	Beke, Pascual de la Parte, Gahler			
Article 42 – paragraph 1 – point c a (new)	1176	Auštrevičius, Loiseau, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann			
Article 42 – paragraph 1 – point f a (new)	1177	Sinkevičius, Staķis			

Article 42 – paragraph 1 – point f a (new)	1178	Kalfon, Schieder, Vind, Germain			
Article 42 – paragraph 2	1179	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart, Strack- Zimmermann, Yar, Devaux, Christensen, Eroglu			
	105	Szczerba, Zile			
Article 43 – paragraph 1 – introductory part	1180	Kalfon, Schieder, Vind, Germain	If adopted, 1182, 1183, 1184 fall. <i>Go to 1181.</i>		
	1182	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart, Strack- Zimmermann, Yar, Devaux, Eroglu	If adopted, 1183, 1184, 1181 fall. <i>Go to 1185.</i>		
	1183	Auštrevičius, Loiseau, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann	If adopted, 1184 falls. <i>Go to 1181.</i>		
	1184	Di Rupo, Cepeda			
	1181	Dworczyk, Vondra, Złotowski, Bielan			
Article 43 – paragraph 1 – point a a (new)	1185	Kalfon, Schieder, Vind, Germain			
Article 43 – paragraph 1 – point a b (new)	1186	Kalfon, Schieder, Vind, Germain			

Article 43 – paragraph 1 – point b	1187	Auštrevičius, Loiseau, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann			
	1188	Beke, Pascual de la Parte, Gahler			
Article 43 – paragraph 1 – point c	1189	Zovko			
Article 43 – paragraph 1 – point c a (new)	1190	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart, Strack- Zimmermann, Yar, Loiseau, Eroglu			
Article 43 – paragraph 1 – point c a (new)	= 1191 = 1192	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen			
		Loiseau			
Article 43 – paragraph 1 – point c b (new)	1193	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart, Strack- Zimmermann, Yar, Devaux, Eroglu			
Article 17 – paragraph 1  <i>Subject to renumbering, if adopted.</i>	587	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart, Strack- Zimmermann, Yar, Devaux, Christensen, Eroglu			

Article 43 – paragraph 1 b (new)	1195	De Meo			
Article 43 – paragraph 3	106	Szczerba, Zile			
Article 43 – paragraph 4	1196	Stoyanov, Schnurrbusch, Mazurek, Droese	If adopted, 1194 falls. <i>Go to 1197.</i>		
Article 43 – paragraph 1 a (new)	1194	De Meo			
Article 43 – paragraph 4 a (new)	= 1197 = 1201	Vondra, Maréchal, Dworczyk, Donazzan, Gambino	Vote together. If adopted, 1198 falls. <i>Go to 1199.</i>  <i>Substantively identical. If adopted, the wording of 1201 will be used.</i>		
Article 43 – paragraph 4 b (new)		Szczerba, Joński			
Article 43 – paragraph 4 a (new)	1198	Di Rupo, Cepeda			
Article 43 – paragraph 4 a (new)	1199	Szczerba, Joński, Zile, Teodorescu Măwe			
Article 43 – paragraph 4 a (new)	1200	Sinkevičius, Stašis			
Article 44 – paragraph 1	1202	Gomart, Le Callennec			
Article 44 – paragraph 2	1203	Fidanza, Gambino, Ciccio, Donazzan, Maréchal	If adopted, 1204, 1206 fall.		
	1204	Tosi	If adopted, 1206 falls.		
	1206	Vondra, Maréchal, Dworczyk,			

		Donazzan, Gambino			
	1205	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> Adopted/rejected with the vote on 644.		
Article 44 – paragraph 4	1207	Fidanza, Gambino, Ciccioli, Donazzan, Maréchal			
Article 44 – paragraph 6	1208	Kalfon, Schieder, Vind, Germain	<b>Do not vote.</b> Adopted/rejected with the vote on 644.		
Article 45 – paragraph 1	1209	Gomart, Le Callennec			
Article 46 – paragraph 1 – point 1	1210	Kalfon, Schieder, Vind, Germain			
Article 46 – paragraph 1 – point 2	1211	Stoyanov, Schnurrbusch, Mazurek, Droese			
Article 47 – paragraph 1 – point 3 a (new)	= 1212 = 1213	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen Loiseau	Vote together.		
Article 47 – paragraph 1 – point 3 b (new)	= 1214 = 1215	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Baljeu, Oetjen Loiseau	Vote together.		
Article 47 – paragraph 1 – point 3 b (new)		Loiseau			
Article 47 – paragraph 1 a (new)	1216	Kalfon, Schieder, Vind, Germain			

Article 47 – paragraph 1 a (new)	1217	Gomart, Le Callennec			
Article 47 – paragraph 1 b (new)	1218	Kalfon, Schieder, Vind, Germain			
Article 48 – paragraph 1 – point 2 Regulation (EU) 2024/2803 – Article 11 – paragraph 6	<b>D</b> 1219	Sinkevičius, Staķis			
Article 49 – paragraph 1 – point 2 Regulation (EU) 2018/1139 – Article 71.1	1220	Kalfon			
Article 49 – paragraph 1 – point 2 Regulation (EU) 2018/1139 – Article 71.1	1221	Kalfon			
Article 49 – paragraph 1 – point 5 Regulation (EU) 2018/1139 – Article 71.1	1222	Kalfon			
Article 52 – paragraph 1	107	Szczerba, Zile	If adopted, 1225 falls. <i>Go to 1223.</i>		
	1225	Sinkevičius, Staķis			
	1223	Di Rupo, Cepeda			
	1224	Giménez Larraz			

Recital 54	= 337 = 338 = 339	Di Rupo, Cepeda	Vote together  <i>Substantively identical. If adopted, the wording of 338 will be used.</i>		
		Joński, Szczerba			
		Złotowski, Dworczyk			
	340	Auštrevičius, Devaux, Eroglu, Yar, Groothuis, Strack- Zimmermann			
Recital 54 a (new)	341	Di Rupo, Cepeda			
Recital 55	342	Mehnert			
	343	Kalfon, Schieder, Vind			
	= 344 = 345	Złotowski, Dworczyk	Vote together		
		Joński, Szczerba			
	346	Terheş			
25	Szczerba, Zile				
Recital 55 a (new)	347	Di Rupo, Cepeda			
Recital 55 a (new)	348	Szczerba, Joński			
Recital 55 b (new)	349	Szczerba, Joński	<b>Do not vote.</b> Adopted/rejected with 1171.		
Recital 55 c (new)	350	Szczerba, Joński			
Recital 55 d (new)	351	Szczerba, Joński			
Recital 56	352	Mehnert			
	26	Szczerba, Zile			
Recital 57	353	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart,	If adopted, 355, 27 fall. <i>Go to 354.</i>		

		Strack-Zimmermann, Yar, Devaux, Christensen, Loiseau, Eroglu			
	= 355 = 27	Dworczyk, Vondra, Pozņaks, Złotowski, Bielan	Vote together  <i>Substantively identical. If adopted, the wording of 355 will be used.</i>		
		Szczerba, Zile			
	354	Kalfon, Schieder, Vind, Germain			
	356	Mehnert			
Recital 58	357	Dworczyk, Vondra, Pozņaks, Złotowski, Maréchal, Bielan			
Recital 59	359	Vondra, Maréchal, Pozņaks, Dworczyk, Donazzan, Gambino			
Recital 60	360 1 <sup>st</sup> part	Kalfon, Schieder, Vind, Germain			
	360 2 <sup>nd</sup> part	Kalfon, Schieder, Vind, Germain	If adopted, 362, 363 fall. <i>Go to 361.</i>		
	= 362 = 363	Devaux, Cassart, Christensen, Auštrevičius, Loiseau, Oetjen	Vote together		
		Loiseau			
	361	Groothuis, Baljeu, Auštrevičius, Oetjen, Cassart,			

		Strack-Zimmermann, Yar, Devaux, Christensen, Eroglu			
Recital 61	364	Sinkevičius, Staķis			
	365	Auštrevičius, Loiseau, Devaux, Eroglu, Yar, Groothuis, Strack-Zimmermann			
	366	Koning			
Recital 62	367	Kalfon, Schieder, Vind, Germain			
Recital 63 a (new)	368	Fidanza, Gambino, Ciccioi, Donazzan, Poźnaks			
Recital 63 a (new)	369	Sinkevičius, Staķis			
Recital 64	28	Szczerba, Zīle			
Recital 65 a (new)	370	Wcisło			
<b>Final vote – Draft text as amended (Roll-call vote)</b>				+	

**Vote on the decision to enter into inter-institutional negotiations (Roll-call vote)<sup>1</sup>**

\_\_\_\_\_ in favour, \_\_\_\_\_ against, \_\_\_\_\_ abstention

<sup>1</sup> Decision to enter into inter-institutional negotiations (Rule 72 of the Rules of Procedure). This decision requires a majority of the Joint SEDE-TRAN Committee: at least 45 Members.

## COMPROMISE AMENDMENT 1

### Articles 3 (4a), (9), (10), 4-17, Annex I, Recitals 1a-21

#### Chapter II

#### Uniform framework for military mobility

#### SECTION 1

#### UNIFORM MILITARY TRANSPORT PERMISSION PROCEDURES AND RULES

#### *Article 3*

#### **Definitions**

For the purposes of this Regulation, the following definitions apply:

- (4 a) ‘Close partners’ means Ukraine and the Republic of Moldova. (AM 385 Co-Rapporteurs, EPP)**
- (9) ‘Host-Nation-Support’ means any action or assistance provided by a receiving Member State or on its behalf to facilitate the transit through and temporary stationing within the territory of the receiving Member State of military personnel and equipment of the requesting Member State, including access to refuelling, recharging and to parking and rest facilities, in the context of a military transport operation;
- (10) ‘traffic arrangements’ means operational arrangements established by the receiving Member States’ competent authorities **and the infrastructure owners, managers and operators (public or private entities (AM 389 EPP)**, specifically to enable military transport operations in their relevant territories, including traffic control services measures, measures to ensure the safe transport of abnormal military cargo and dangerous goods, escorting, **ICT systems for transport (AM 390 EPP)** and any other security arrangements, Host-Nation-Support, and any other transport mode-specific requirements such as the establishment of temporary restricted areas for air movements;

#### Article 4

#### Military transport permissions

To facilitate cross-border military transport, the receiving Member State may grant to the requesting Member State any of the following:

- (a) standing military transport permissions as specified in Article 5;
- (b) ad hoc military transport permissions as specified in Article 6.

## Article 5

### Standing military transport permissions

1. A standing military transport permission shall specify the types of military transport operations that are deemed to be authorised by the receiving Member States during its period of validity. Standing military transport permissions shall cover at least the types of military transport operations set out in Annex I.
2. The receiving Member States shall take a decision to grant or deny a standing military transport permission no later than ~~two months~~ **one month** after receipt of the request for a standing permission. (AM 34 by Rapporteurs, AM 415 by EPP, AM 417 by ECR)
3. The receiving and requesting Member States shall inasmuch as possible agree, in the standing military transport permission, on the conditions under which the military transport operations covered by that standing military transport permission are to be carried out, if any, including applicable traffic arrangements and pre-defined routes **after consultation, where relevant, with the competent infrastructure managers, port authorities, airport managers, railway infrastructure managers and other operators concerned.** (AM 35 by Rapporteurs,
  - 3a. **When pre-defined routes are established, the receiving Member State shall ensure the mandatory involvement of the competent infrastructure managers and, where relevant, operators of related services or facilities, in order to take account of local technical constraints, existing passenger and freight traffic and infrastructure availability.** (AM 36 by Rapporteurs, AM 427 by Greens, AM 419 by EPP)
  - 3 b. **Such arrangements shall be carefully designed and implemented so that civilian transport and the usual working conditions of transport workers are disrupted only where, and to the extent that, this is-necessary and proportionate,** AM 422 by S&D, 423 by Greens)
4. Member States, notably those situated along the same military mobility corridor, ~~may~~ **shall** align their standing military transport permissions and coordinate in advance, in particular to ensure coherence of traffic arrangements and pre-defined routes. (AM 425 by S&D)
5. Standing military transport permissions shall be valid until explicitly suspended or revoked by the receiving Member State. The Member State shall only suspend or revoke a standing military transport permission in the case of force majeure or where there is a serious threat to public policy, public order or national security, ~~critical infrastructure or overriding operational requirements, and in that Member State~~ and it **shall provide justification. The receiving Member State revoking or suspending the permission shall notify inform** the requesting Member State ~~and the Commission as early as possible. without undue delay, including the reasons therefore.~~ (AM 37 Rapporteurs, AM 428 by Greens, AM 430 S&D, AM 432 by EPP)
6. The receiving Member State may, in duly justified cases, modify a standing military transport permission, giving the requesting Member State at least three working days' notice.
7. Before carrying out a military transport operation under a valid standing military transport permission, the requesting Member State shall send a notification to the receiving Member

State. Where the requesting Member State seeks Host-Nation-Support or other traffic arrangements, such request shall be included in the notification.

8. The notification referred to in paragraph 7 shall be sent at the latest 72 hours before the scheduled time of arrival at the border crossing point of the receiving Member State. In the case of transit through several Member States, the requesting Member State shall submit the notification to all receiving Member States at the same time. When the notification includes one or more requests for traffic arrangements, the receiving **and requesting** Member States shall coordinate and process these requests simultaneously to ensure coherent traffic arrangements for the military transport. The receiving and requesting Member State may, in the standing military transport permission, agree on a shorter deadline for notifications of military transport operations. (AM 437, 440, 441 by EPP, AM 439 by Greens, Am 442 by S&D)

9. Upon receipt of a notification as referred to in paragraph 7, the receiving Member State may determine specific traffic arrangements for the military transport operation in question or impose conditions on that military transport operation, including ~~**the use of specific routes, in particular where that is necessary for the safe transport of abnormal military cargo or dangerous goods in accordance with Articles 10 and 11, for reasons of road safety, rail safety, port safety, air transport safety, infrastructure capacity, critical infrastructure protection, public order or national security.**~~ **In such cases, it shall coordinate the necessary arrangements with the requesting Member State without undue delay, in order to make sure that the military transport operation can take place as scheduled. For the purpose of abnormal military cargo inspection in relation to the standing military transport permission, consignments should be categorized based on their size data, if possible.** (AM 38 Rapporteurs, AM 444 by EPP, AM 445 by ECR, AM 446 by Greens). **When determining such arrangements, the receiving Member State shall take into account the requirements related to the transition from the trans-European transport network to local infrastructure at the extremities of military mobility corridors (the ‘last mile’), as referred to in Article 29, in particular where such operations involve heavy military equipment exceeding standard civilian load classes, including Military Load Class (MLC) 80.** (AMs 426, 443 by EPP)

10. The Commission is empowered to adopt delegated acts in accordance with Article 44 to amend Annex I in order to update the list of types of military transport operations covered by standing military transport permissions.

## Article 6

### Ad hoc military transport permissions

1. An ad hoc military transport permission may be granted by the receiving Member State to the requesting Member State for one or several military transport operations which are not covered by a valid standing military permission. It shall be valid only for the duration specified in the ad hoc military transport permission **or in case there is no standing military transport permission in force between the requesting and the receiving Member States.** (AM 39 by Rapporteurs)

2. The requesting Member State shall make the request for an ad hoc military transport permission as early as possible, and in any case in due time to allow the receiving Member State to grant or deny the permission in accordance with paragraph 3. Where the requesting Member State seeks Host-Nation-Support or other traffic arrangements, such request for traffic arrangements shall be included in the request for the ad hoc military transport permission. In

the case of transit through several Member States, the requesting Member State shall submit the request to all receiving Member States at the same time. The receiving **and requesting** Member States shall then coordinate and process the requests simultaneously to ensure coherent traffic arrangements for the military transport (AM 452 by Greens, AMs 453, 454 by EPP, AM 455 S&D).

3. The receiving Member State shall take a decision to grant or deny the ad hoc permission **as soon as possible and** no later than ~~three~~ **two** working days after the receipt of the ad hoc permission request. In its decision to grant an ad hoc military transport permission, the receiving Member State may determine specific traffic arrangements for the military transport operation in question or impose conditions **for reasons of transport safety, infrastructure capacity, critical infrastructure protection, public order or national security** on that military transport operation, including the use of specific routes, in particular where that is necessary for the safe transport of abnormal military cargo or dangerous goods in accordance with Articles 10 and 11. In such cases, it shall coordinate the necessary arrangements with the requesting Member State without undue delay, in order to make sure that the military transport operation can take place as scheduled. (AM 40 by Rapporteurs, AM 460 EPP, 459 by EPP)

**3 a. Such arrangements shall be carefully designed and implemented so that civilian transport and the usual working conditions of transport workers are disrupted only where, and to the extent that, this is necessary and proportionate** (AM 461 by S&D, 462 by Greens)

4. The receiving Member State may revoke an ad hoc military transport permission only in the case of force majeure or where there is a serious threat to public policy, public order or national security in that Member State. The receiving Member State revoking the permission shall notify the requesting Member State as early as possible and duly justify it.

5. The receiving Member State may modify the issued ad hoc military transport permission only in duly justified cases. It shall notify the requesting Member State about the modifications as early as possible.

6. The requesting Member State may modify a previously submitted request for an ad hoc military transport permission. It shall do so **as soon as possible and** no later than ~~three~~ **two** working days prior to the originally scheduled date of arrival at the border crossing point. The receiving Member State shall reply to modification requests without undue delay. (AM 41 by Rapporteurs)

7. A new request for an ad hoc military transport permission shall be submitted by the requesting Member State if the planned modifications concern transport of dangerous goods or abnormal military cargo, significant modifications to the Host-Nation-Support or a modification of dates.

## Article 7

### Individual train paths for military transport by rail

1. Before carrying out a military transport operation by rail, the requesting Member State, directly or through a railway undertaking carrying out the military transport on behalf of that requesting Member State, shall request an individual train path from the rail infrastructure manager(s) in the receiving Member State pursuant to Article 48 of Directive 2012/34/EU of the European Parliament and of the Council(32), **taking into account the available rail**

*capacity and the need to ensure the continuity of existing passenger and freight transport services.* (AM 465 by EPP)

2. Where the cooperation of the infrastructure manager is required to ensure that the rail vehicles, in particular when carrying abnormal military cargo, are compatible with the route and are properly integrated in the composition of the train in accordance with Article 23 of Directive (EU) 2016/797, the infrastructure manager shall provide the necessary information to the rail undertaking and facilitate any required testing, as soon as possible. ***The infrastructure manager shall ensure the coordination of abnormal military cargo, if requested*** (AM 467 by Greens, AM 468 by ECR, AM 469 by EPP, AM 470 by Renew, AM 478 by S&D).

3. Where the rail vehicles, in particular when carrying abnormal military cargo, are not compatible with the parameters of the route set out in the common specifications for the register of infrastructure laid down in Implementing Regulation (EU) 2019/777 under normal operating conditions, the infrastructure manager shall determine as soon as possible whether those vehicles could operate safely under particular operating conditions.

4. Where the rail transport includes dangerous goods permitted under Article 10, the infrastructure manager and railway undertaking shall put in place all measures necessary to ensure compliance with the provisions referred to in Article 10.

5. In the case of transit through several Member States, the infrastructure managers of those Member States shall coordinate to ensure coherent treatment of the military transport operation.

## Article 8

### Practical arrangements for military transport permission procedures

1. Requests for military transport permissions, notifications under such permissions, and requests for traffic arrangements provided for in this Chapter, including for the military transport of dangerous goods and abnormal military cargo, shall be made using the template set out in Annex II. Requests and notifications shall be combined into a single permission request, a single notification or a single request for traffic arrangements for the same military transport. Without prejudice to the applicable Union customs rules, including the NATO and EU forms 302 referred in Article 15, no additional forms shall be required by any Member State.

2. The Commission is empowered to adopt delegated acts in accordance with Article 44 to amend Annex II, by updating the content of the template, in order to take account of technical or operational developments.

3. Any communication between requesting and the receiving Member States under Articles 5 and 6 shall be transmitted through the National Coordinator for Cross-Border Military Transport, appointed in accordance with Article 40(1).

## Article 9

### Uninterrupted military transport

Any necessary control measures in relation to the escort of military transport operations, flagging of vehicles of a military transport and weapons and ammunition, for military transport operations within the Union, shall only be carried out at the military transport operation's first planned stop after the internal border of a Member State to ensure uninterrupted military transport. ***Additional control measures may be carried out only in exceptional situations when they are strictly required due to immediate and serious public security or safety concerns and shall not unduly delay the transport*** (AM 484 by EPP).

## Article 10

### Military transport of dangerous goods

1. Military transport of dangerous goods shall be permitted, subject to a valid military transport permission referred to in Article 5 and 6, when it complies with the requirements laid down in any of the following instruments, as appropriate:

- (a) Agreement concerning the International Carriage of Dangerous Goods by Road, concluded at Geneva on 30 September 1957 (ADR);
- (b) European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways, concluded at Geneva on 26 May 2000 (ADN);
- (c) Regulations concerning the International Carriage of Dangerous Goods by Rail, appearing as Appendix C to the Convention concerning International Carriage by Rail (COTIF) concluded at Vilnius on 3 June 1999 (RID);
- (d) International Maritime Dangerous Goods Code (IMDG Code);
- (e) International Civil Aviation Organization – Technical Instructions (ICAO-TI);
- (f) NATO Allied Movement Publication 6 (AMovP-6).

2. Military transport operations carried out in accordance with Article 17 by the armed forces of a NATO Ally that is not a contracting party to ADR, ADN, RID, IMDG Code or ICAO-TI shall be permitted if they comply with NATO AMovP-6 or, if these do not apply, with the national rules applicable in the country of origin, ~~as appropriate.~~ ***provided that such rules ensure a level of safety equivalent to NATO AMovP-6.*** (AM 487 by Greens)

3. Where necessary, specific measures to ensure compliance with the requirements laid down in the instruments referred to in paragraph 1 and 2 shall be included in the traffic arrangements set under this Regulation.

***3a. Member States shall fully recognise military procedures applied in accordance with NATO AMovP-6, including for tactically loaded vehicles or equipment, and shall not impose additional administrative requirements or territorial limitations that would unduly restrict the operational flexibility provided under a valid standing military transport permission.*** (AM 42 by Rapporteurs)

***3b. Member States shall ensure a clear allocation of responsibilities between military authorities, competent national authorities and infrastructure operators regarding safety, liability and incident management related to dangerous goods transported under military mobility operations.*** (AM 491 EPP)

4. Military transport of dangerous goods carried out under a military transport permission shall not require the submission, before the start of the military transport, of any forms or documents demonstrating compliance with the requirements laid down in ADR, ADN, RID, IMDG Code, ICAO-TI, NATO AMovP-6 or with the national rules applicable in the country of origin, as appropriate.

#### Article 11

##### Abnormal military transport by road

1. Military transport by road carried out by vehicles or vehicle combinations which exceed the maximum weights or dimensions set out in Annex I to Directive 96/53/EC, where these vehicles or vehicle combinations carry or are intended to carry indivisible loads as defined in Article 2 of Directive 96/53/EC, shall be permitted where it is subject to a valid military transport permission referred to in Articles 5 and 6 of this Regulation.

***1a. Vehicle and trailer configurations, axle load distribution systems and other technological solutions shall be taken into account by the receiving Member State in the decision to grant or deny the permission for abnormal military cargo*** (AM 498, 499 by RE, 500, 504 by EPP, 505 by S&D, 506 by ECR)

2. For military transport carried out in accordance with paragraph 1, the receiving Member State shall determine traffic arrangements to ensure the safe transport of abnormal military cargo and infrastructure compatibility. Such traffic arrangements shall replace the special permits and similar arrangements referred to in Article 4(3) of Directive 96/53/EC.

#### Article 12

##### Exemption of military transport from traffic restrictions

1. Military transport carried out under a valid military transport permission referred to in Articles 5 and 6 shall be:

(a) permitted during weekends, public holidays, national celebrations, nighttime, and any other period that may be subject to traffic restrictions.

(b) ~~***Member States shall exempted military transport operations undertaken directly by the armed forces,***~~ from traffic restrictions that apply on specific road sections and are based on the environmental performance of vehicles (AMs 509, 510, 513, 514 by ECR, 516 by S&D, 517 by EPP, 518 by S&D, 519 by RE)

#### Article 13

##### Exemption of military transport from cabotage rules

1. Member States ~~***may, shall***~~ where necessary to facilitate military transport, exempt military transport carried out by civilian operators from the restrictions on cabotage operations laid down in Article 8 of Regulation (EC) No 1072/2009 (AM 43 by Rapporteurs).

2. Member States shall inform the Commission and other Member States of such exemptions. ***The notification must provide the justification for the exemption.*** (AM 529 by Greens, AM 530, 526 by S&D)

## Article 14

### Military Mobility Digital Information System

1. ***No later than 6 months from the date of entry into force of this Regulation***, the Commission ~~may~~ ***shall*** adopt implementing acts establishing a secure, ***protected*** and restricted Military Mobility Digital Information System (the System), taking into account the following requirements: (AM 44 by Rapporteurs, AM 534 by S&D, 535 by ECR)

(a) the System shall be ~~deployed by 2030~~ ***operational as soon as possible and no later than by 2028***; (AM 45 by Rapporteurs, 538 by ECR, 539 by S&D, AM 537, 533 by EPP)

***(aa) the System shall, where possible, be based on already existing systems with similar functionality***; (AM 46 by Rapporteurs, AM 549 by ECR)

(b) any digitalisation of EU Form 302 under the System shall comply with applicable Union customs legislation, including the common data requirements constituting the EU Customs Data Model, as defined in Article 36 of Regulation (EU) [customs reform];

(c) the System shall be operated and maintained by the Commission;

(d) the System shall ~~with the exception of~~ ***take into account*** the relevant customs legislation ~~and comply with the requirements of take into account~~ military transport ***procedures used*** in the context of NATO operations, as laid out in Article 17 ***and including data requirements related to NATO Form 302***; (AM 47 by Rapporteurs, AM 541 by ECR)

(e) the System shall ensure interoperability ~~where required~~ and shall be developed using Union, ***NATO*** and international standards, with due regard to EU customs legislation. (AM 48 by Rapporteurs, AM 543 by ECR, AM 544 by Greens )

***(ea) the System shall ensure full technical interoperability, where relevant, with NATO digital logistics and movement systems, including LOGFAS, in order to avoid double data entry***; (AM 49 by Rapporteurs, AM 541, 542, 548, 581 by ECR)

***(ec) the System shall also be supported by spatial data and spatial data services, as defined in Directive 2007/2/EC***, (AM 545 by EPP, AM 551 and 552 by Renew).

***(ed) contingency procedures shall be established to ensure continuity of operations in the event of temporary unavailability, degradation or cyber-compromise of the System***; (AM 50 by Rapporteurs, AM 559 by Greens)

***(ee) The System shall be designed and operated in accordance with the security and resilience requirements of the NIS2 Directive and the Cyber Resilience Act. It shall implement data classification, compartmentalisation and audit capabilities to protect sensitive and classified information*** (AM 553, 556 by EPP, AM 547 and 557 by Greens, AM 546 and 550 by S&D, AM 554, 568 by ECR)

***(ef) the System shall ensure that the data, documents and information exchanged or stored are hosted within the territory of the Union*** (AM 558 by S&D)

That implementing act shall be adopted in accordance with the examination procedure referred to in Article 45(4). ***It shall clearly define governance arrangements and responsibilities for cybersecurity and data protection.*** (AM 560 by EPP, AM 561 by ECR).

2. Where the System is established and becomes operational, Member States shall make use of it for all procedures covered by this Chapter, including for ***EMERS and*** customs formalities related to EU form 302, ***as well as for authorisation procedures***, referred to in this Regulation (AM 562, 601 by S&D, AM 564, 599 by ECR, AM 565, 600 by EPP, AM 566, 567 by Renew).

## Article 15

### Simplified customs formalities

1. The military transport of goods to be moved or used in the context of military activities crossing the Union external borders shall be subject to customs supervision and shall be declared for the relevant customs procedure using the NATO form 302 or the EU form 302 as defined in Article 1, points (50) and (51), of Commission Delegated Regulation (EU) 2015/2446(34), as applicable, unless the military authorities in charge of the respective military transport operation expressly decide to submit the standard customs declaration.

2. Where consignments declared under EU or NATO forms 302 have been selected for physical or document-based control, those controls shall be carried out as a matter of priority.

***2 a. Customs authorities shall establish secure interfaces to enable the automated exchange of data from Union Form 302. These interfaces shall be designed to ensure a high level of data security, in accordance with applicable Union law on data protection and cybersecurity, in particular by ensuring the confidentiality, integrity, and availability of information, as well as access limited to authorized persons only*** (AM 576 by S&D, AM 577 by EPP#, AM 578 by ECR).

## Article 16

### Digitalisation of EU form 302

1. Where the Military Mobility Digital Information System referred to in Article 14 is established and becomes operational, customs authorities of the Member States shall use it for the purpose of the exchange and storage of information related to EU form 302, based on common data requirements defined in accordance with Article 36 of Regulation (EU) [customs reform]. Customs authorities of the Member States and the European Union Customs Authority shall have access to that system to perform their customs obligations in the context of military ***mobility transport***. (AM 51 by Rapporteurs)

2. In the case of a temporary failure of the Military Mobility Digital Information System, economic operators and other persons, including military authorities, shall submit the information to fulfil the formalities concerned by the means determined in accordance with Article 203 of Regulation [customs reform], including means other than electronic data processing techniques.

***2a. The decision to activate such fallback procedures, including the use of paper-based procedures and NATO Form 302, shall be taken without delay by the competent national***

*military authorities and shall not be subject to prior authorisation at Union level.* (AM 583 by EPP)

#### Article 17

Military transport in the context of ~~NATO~~ operations, *missions and exercises by NATO and with close partners* (AM 586 Rapporteurs, EPP)

1. As regards military transport in the context of operations, missions and exercises that are commonly agreed within the North Atlantic Treaty Organisation (NATO), as well as in the context of operations, missions and exercises at multilateral and bilateral level among NATO members, Member States that are parties to the North Atlantic Treaty shall treat other parties to the North Atlantic Treaty ***that are not Member States*** as equivalent to requesting Member States for the purposes of Articles 4 to 13 in this Section. In this case, they shall apply the rules in Articles 4 to 13 of this Section *mutatis mutandis* and without prejudice to the security and defence interests of the Union and its Member States. ***EU mechanisms relating to military transport shall be interoperable and compatible with NATO mechanisms relating to military transport.*** (AM 53 by Rapporteurs)

2. Member States that are not parties to the North-Atlantic Treaty may equally decide to treat parties to the North Atlantic Treaty that are not Member States as equivalent to requesting Member States for the purposes of Articles 4 to 13 and apply those rules *mutatis mutandis*.

***2 a. As regards military transport in the context of operations, missions and exercises that are conducted at multilateral and bilateral level with close partners, Member States may treat close partners as equivalent to requesting Member States for the purposes of Articles 4 to 13 in this Section. In this case, they shall apply the rules in Articles 4 to 13 of this Section mutatis mutandis and without prejudice to the security and defence interests of the Union and its Member States.*** (AM 591 by Rapporteurs and EPP)

***2 b. In order to support the effective implementation of military transport in the context of operations, missions and exercises conducted with close partners, Member States and the Union endeavour to further develop cooperation with such partners, including, where appropriate, through the conclusion of bilateral or multilateral agreements. Such agreements may facilitate the practical organisation and execution of cross-border military transport, including by promoting regulatory alignment, interoperability and coordinated procedures, in full respect of the Union's legal framework and applicable procedures for the conclusion of international agreements.*** (AM 592 by Rapporteurs and EPP)

## Annex I

### List of types of military transport operations covered by standing military transport permissions

1. Military transport operations by road, rail or inland waterways which have the following characteristics:
  - (a) they consist of up to ~~10~~ **25** vehicles, 10 inland waterway vessels or one train  
(1226 EPP, 1228 ECR, 1229 S&D)
  - (b) they include personnel carrying governmental provided individual armament, as well as required ammunition for such armaments;
  - (c) they cover transport of dangerous goods in accordance with Article 12;
  - (d) they cover road transport of abnormal cargo, **including mobile cranes**, in accordance with Article 13; (1231 ECR, 1232 EPP, 1233 S&D)
  - (e) they include Host-Nation-Support;
  - (f) they include personnel tasked with security mission;
  - (g) they include transport of non-nominative allocated armament that is not assigned to personnel;
  - (h) they include transport of weapon systems.
2. Military transport operations by sea which cover:
  - (a) military transport to/through the territorial sea using navigational sensors only without the launch of subunits, including navigational training;
  - (b) exercises or operational missions when pre-approved by the receiving Member State;
  - (c) military transport of dangerous goods in accordance with Article 12.
3. Military transport operations by air which cover:
  - (a) military transport of unarmed, manned platform (for example transport, air-to-air refuelling, training range activity, and aerial combat training), under the following conditions:
    - (i) captive and training ammunition may be installed on the platform, if no propulsion and/or warhead is installed (e.g. captive air-to-air training missile);
    - (ii) chaff/flare-cartridges may be installed on the platform (usage is subject to regulations of affected state);
  - (b) military transport of dangerous goods in accordance with Article 12.

## RECITALS

***(1 a) Russia’s war of aggression against Ukraine has fundamentally reshaped the European security environment and should be fully taken into account in the planning, implementation and further development of military mobility measures under this Regulation. The experience gained from supporting Ukraine highlights the need for effective cooperation beyond the Union’s borders. Where appropriate, cooperation with Ukraine should be enhanced through relevant cooperation frameworks under this Regulation and other relevant Union legislation to improve coordination, interoperability and the effectiveness of military mobility in the Union. (EPP 109)***

(3) Military transport operations through the dual-use of civilian infrastructure and mobile assets in the Union and across its external borders should be facilitated, while limiting and mitigating, ***as much as possible***, the impact of such operations on civilian transport ***infrastructure and services, as well as on logistics supply chains***. This is to be without prejudice to the Member States’ responsibility for safeguarding national security and defence and their power to safeguard other essential State functions, including ensuring the territorial integrity of the State and maintaining law and order. (AM 4 by Rapporteurs, AM 113, 115, 117, 120, 125 by EPP, AM 114 by S&D, AM 121 by ECR, AM 122, 123 by RE, AM 124 by Kyllonen)

***3.a. new Military mobility should be implemented as part of a “whole-of-society” approach, based on close cooperation between public authorities, the armed forces, the civilian logistics sector, and the social partners (AM 129 S&D).***

(4) In the past, the transport of military goods and equipment was mainly, if not solely, undertaken by the armed forces directly, and such transport was in most Member States exempted from the Union rules on goods transport. However, the armed forces increasingly subcontract ***or outsource*** their transports to commercial carriers. There is a need to ensure that the same rules apply through the Union in the area of military transport, whether military transport operations are directly performed by the armed forces of the Member States of the Union ***or of allied countries operating within the territory of the Union***, and whether they are carried out on their behalf by civilian companies or other contractors engaged by those armed forces. ***This should be done in full respect of the Member States’ responsibility for national defence, including the planning, deployment and control of their armed forces.*** (AM 5 by Rapporteurs, AM 137, 141 by EPP, AM 132 S&D, AM 134, 135, 136 by ECR, AM 135)

(5) Cross-border military transport performed directly by the armed forces is hindered by the fact that the Union rules on transport have not set out specific measures to take into consideration the particularities of such transport, which is thus subject to different national rules, and fragmented procedures. Those national requirements are stricter than those applicable to civilian transport operations. Administrative rules (e.g. diplomatic clearance) are often complex and/or paper-based across Member States (e.g. customs). ~~***That causes***~~ ***While significant progress has been made regarding the harmonisation of military customs regimes, differences in interpretation and application still result in*** delays, inefficiencies, and bottlenecks ~~***and hampers***~~, ***thus hampering*** military transport. The Union lacks a uniform framework to ensure and support military transport across its territory and beyond. Such a framework, ***which should be created in coordination with NATO***, is critical to ensure seamless military transport under any circumstances, and particularly in situations necessitating the swift

and large-scale transport of military persons, goods and equipment. (AM 6 by Rapporteurs, AM 144 by ECR)

(6) To facilitate the transport of equipment, goods and persons for military or civil protection, there is in particular a need for a comprehensive Union-wide framework for permissions granted by a receiving Member State for military transport operations carried out on its territory by or on behalf of the armed forces of a requesting Member State. While current Technical Arrangements for cross-border movement permission procedures have been developed by the European Defence Agency ('EDA') and by some Member States, they are applied on a voluntary basis and unevenly implemented. That creates gaps in the harmonisation of rules and procedures on military transport, results in operational uncertainty, administrative burden and puts at risk the Union's capacity of intervention in civil protection as well as its overall preparedness. In order to address those issues, ***and to have simplified, harmonised, uniform and digitalised procedures in force***, cross-border military transport permissions should be streamlined for all transport modes (road, rail, inland waterway, air and sea) ***as well as their intermodal or combined use***. All Member States should apply the same procedures for administrative authorisations and diplomatic clearances, thereby significantly reducing delays, administrative burden and administrative costs. Building on the existing annual permissions under the EDA's Technical Arrangements, it is necessary to increase both predictability and operational readiness by creating a standing military transport permission which should be valid until revoked. ***Member States should ensure that administrative and judicial procedures relating to cross-border military transport operations are carried out under streamlined procedures, with clear, proportionate, and binding deadlines for each stage.*** (AM 7 by Rapporteurs, AM, 146, 147 by ECR, AM 148 by EPP, AM 149, 457 by S&D)

(7) Standing military transport permissions should ***be the standard procedure as they should*** not be tied to any specific military transport operation, but should constitute pre-authorised permissions for cross-border military transport and should cover pre-defined types of military transport operations. When granting standing military transport permissions for military transport operations, Member States should be able to agree on pre-conditions under which those operations are to be carried out, including applicable traffic arrangements and pre-defined routes, in order to facilitate permitted transport operations requiring traffic arrangements using the available dual-use infrastructure. (AM 155 by S&D, AM 156 by ECR, AM 157 by EPP)

(8) To ensure more transparency and operational coherence in the management of dual-use transport infrastructure, Member States should coordinate as much as possible in advance, in line with the 2024 Military Mobility Pledge<sup>(7)</sup>, which emphasises multilateral and bilateral coordination mechanisms to harmonise procedures and improve efficiency along main corridors. Therefore, Member States situated along the same military mobility corridor should be able to align their standing military transport permissions, and should be able to coordinate in advance those pre-planned arrangements and pre-defined routes. Where a military transport operation crosses several Member States, the requesting Member State should simultaneously submit the notification to all involved Member States that granted standing military transport permissions to that Member State.

(9) The scope of the standing military transport permission should ~~***be specified in order to cover at this stage only both simple and military transport operations, while providing for the possibility to be extended in the future in order to cover***~~ more complex military transport operations. That process should go hand-in-hand with an investment effort to adapt and upgrade infrastructure of the military mobility corridors, enhanced coordination on pre-defined routes

for all kind of military transport operations and a reinforced access to transport capabilities (AM 160 EPP).

(10) Ad hoc military transport permissions are necessary to carry out military transport operations in the absence of a standing permission or when they fall out of the scope of an existing standing permission and should mainly apply for short notice, unplanned military transport operations that go beyond the agreed scope of standing permission, in line with the 2024 Military Mobility Pledge in which Member States committed to grant cross-border movement permissions within a maximum of three working days.

***(10 a) When issuing permits for abnormal military transport, competent authorities should take into account the trailer technologies and axle load distribution systems that reduce the negative impact on infrastructure and enhance road safety.*** (AM 164 by EPP, AM 165 by S&D, AM 166 by ECR)

(11) In addition to permissions, certain cross-border military transport operations require traffic arrangements. Such arrangements can relate to the routes for the safe transport of abnormal military cargo or dangerous goods, the escorts to accompany military transport operations, the necessary Host-Nation-Support in the context of a military transport operation, or other transport mode-specific traffic safety measures or requirements that go beyond ordinary rules, such as limited access to rail track crossings, blocked roads, or restricted airspace. In addition, in the rail sector, the rail infrastructure manager also needs to allocate an individual train path and give specific authorisation for exceptional transports, while railway undertakings need to carry out route compatibility and train composition checks required for a military transport operation. ***To facilitate such checks the rail infrastructure manager should ensure that the data in the register of infrastructure referred to in Implementing Regulation (EU) 2019/777 are complete, accurate and up-to-date.*** (AM 473 S&D) Such traffic arrangements and path allocations help minimise adverse impacts on civilian transport activities. Common procedures and deadlines for requesting and granting traffic arrangements, including the coordination with infrastructure managers, are needed to harmonise and streamline processes and reduce delays and disruptions. ***The Member States should therefore ensure that infrastructure managers have the necessary information to anticipate rail network capacity constraints that may affect military transport operations and, where appropriate, take the necessary measures to mitigate their effects.*** (AM 478 S&D) Traffic arrangements established under this Regulation should be without prejudice to other operational procedures or requirements that may be applicable under Union or national legislation for carrying out the concerned military transport operations.

(12) It is necessary to streamline procedural formalities and provide templates for military transport requests and notifications in order to avoid delays, inefficiencies and operational bottlenecks. Any request and notification for a military transport permission, including for the military transport of dangerous goods and abnormal military cargo, should be made by Member States using the template set out in Annex II to this Regulation. All requests and notifications linked to a single military transport operation should be combined into a single permission request or a single notification. No additional forms should be required by any Member State. That should be without prejudice to the applicable Union customs rules, in particular to the EU and NATO forms 302. Any communication between Member States linked to requests and notifications of military transport operations and traffic arrangements should be transmitted through the respective National Coordinator for Cross-Border Military Transport.

(13) In order to ensure uniform conditions for the implementation of this Regulation, and in line with the 2024 Military Mobility Pledge's objective to develop and apply digitalised and harmonised procedures where possible, implementing powers should be conferred on the Commission to establish a secure and restricted Military Mobility Digital Information System ~~to be deployed by 2030~~ **by 2027. When establishing the system, the Commission should take into account, and, where possible, use as a basis, existing digital systems set up for this purpose, being used by several Member States and funded by EU funds, such as the European Defence Fund, in order to ensure that the system becomes operational as soon as possible in all Member States, and by 2028 at the latest. The system should be equipped with appropriate cybersecurity tools.** Once this system is deployed all Member States should make use of it for all military transport permission, traffic arrangements and for customs formalities for cross-border military transport related to EU form 302. As to the customs formalities related to EU form 302, the system should be in accordance with relevant Union customs legislation, including the common data requirements constituting the EU Customs Data Model. **The system should also be compatible with NATO requirements.**

(AM 8 by Rapporteurs, AM 174, 176 by EPP, AM 175 S&D, AM 177, 178, 180 ECR)

(14) Military transport operations should be conducted without undue disruption at the internal border crossings, within the customs territory of the Union, in a way that limits bottlenecks for civilian transport. During the escort of military transport, the flagging of vehicles, and the handling of weapons and ammunition are needed to guarantee both safety and efficiency, and controls at the border could introduce delays that could jeopardise the timeliness of military transport operations. Any necessary control measures should ~~only~~ **as a general rule**, be conducted at the first planned stop after the internal border of a Member State, **without prejudice to the right of the receiving Member State to carry out controls at other locations where duly justified on grounds of national security, public safety or risk-related considerations.** (AM 182 by ECR)

(15) Some international agreements already apply to the transport of dangerous goods by or for the armed forces. However, such transport is to a great extent subject to the relevant national rules and permit systems of the Member States. This creates delays and unnecessary administrative burdens. Therefore, the military transport of dangerous goods within the Union by or for the armed forces should be allowed, provided that the same requirements as set out in the relevant international agreements and regulations on the transport of dangerous goods are complied with. In addition, in cases where a NATO Ally that is not a Member State and that is not a party to these agreements is treated as equivalent to a requesting Member State in accordance with this Regulation, it should also be able to carry out military transport of dangerous goods in the Union if it complies with the relevant NATO rules or, if no NATO rules apply, with its applicable national rules, as appropriate. **Liability for safeguarding the integrity of military cargo should not rest with the civilian transport personnel, without prejudice to the professional obligations of civilian operators regarding transport security (AM 532 S&D).**

(16) It is necessary to ensure that the road transport of abnormal military cargo that exceeds the maximum weights or dimensions set out in Council Directive 96/53/EC(8) is permitted, subject to the necessary traffic arrangements, if any, and provided that they carry an indivisible load.

(17) While most Member States grant some exemptions to military transport operations from weekend and holiday travel bans, and similar periodic traffic restrictions, those exemptions differ significantly across the Union. There is therefore a need to introduce a general exemption from such time-based traffic restrictions ***in all modes of transport (rail, road, air, inland waterways)***, in order to ensure that military transport operations are carried out swiftly and smoothly throughout the Union also during those periods. (AM 9 by Rapporteurs, AM 190 ECR)

(18) Traffic restrictions applied on specific road sections and based on the environmental performance of vehicles can pose in some circumstances a disproportionate burden on military transports performed ***directly*** by the armed forces ***and/or by civilian operators***. That is because military road vehicles are often significantly heavier than civilian road vehicles, meaning there are less zero- or low emission alternatives. In addition, the renewal of such heavy military road vehicles is slower than that of the civilian fleet. For those reasons, military transport carried out ***directly*** by the armed forces ***and/or civilian operators*** should be exempted from traffic restrictions applied on specific road sections based on the environmental performance of vehicles (AM 191 ECR, AM 192 EPP).

(19) Cabotage operations by road in the Union are restricted under Regulation (EC) No 1072/2009 of the European Parliament and of the Council(9). While military transport operations done by the armed forces are excluded from those restrictions, this is not the case for those carried out by contracted civilian hauliers. To facilitate military transport, it is necessary to give Member States the possibility to exempt military transport operations carried out by civilian operators from those restrictions where ***necessary justified to facilitate military transport*** (AM 193 S&D).

(20) Avoidable delays and unnecessary administrative burden in the transport of goods in the context of military transport operations often stem from an insufficient use by the operators of the facilitations provided for by the Union customs legislation, as well as, to a lesser extent, a divergent national application of Union customs rules. These can also create important bottlenecks that negatively impact civil transport operations. To streamline and simplify customs formalities for cross-border military transport of goods, the Union developed the EU form 302, designed to simplify customs procedures for such military goods. The EU and NATO forms 302 should constitute the standard method for completing relevant customs formalities, unless military authorities in charge of the respective operation otherwise indicate their preference for the submission of standard customs declarations. Member States should ***support and encourage the use of*** EU and NATO forms 302. To reinforce the effective implementation of these forms, operators, should use them by default, unless their use is explicitly waived by the military authorities in charge of the respective operation in favour of submitting a standard customs declaration. Where controls are required, they should be prioritised to balance operational needs with risk management, in accordance with Union customs legislation. (AM 10 by Rapporteurs, AM 201, 203 by S&D, AM 202 by ECR,)

(21) Regarding military transport permissions, traffic arrangements, templates, the digital system, transport rules for the uninterrupted transport of military equipment and personnel, the military transport of dangerous goods and abnormal military transport and other rules in relation to holiday traffic bans and cabotage, Member States that are members ***to of*** NATO should treat any of the NATO Allies ***that are not Member States*** as equivalent to requesting Member States in the context of NATO operations, ***with the exception of rules and missions and exercises, taking into account*** with the exception of rules and provisions related to

customs formalities and the related digitalisation of EU form 302. The equivalent treatment laid down in this Regulation shall not put in jeopardy the security and defence interests of the Union and its Member States. This Regulation is to be without prejudice to the application of the Agreement between the Parties to the North Atlantic Treaty regarding the Status of their Forces (NATO SOFA), signed in London on 19 June 1951, by Member States that are parties to the North Atlantic Treaty Organisation (NATO). (AM 11 by Rapporteurs, AM 204 by ECR)

## COMPROMISE AMENDMENT 2 (consolidated version)

### Articles 32-34 + Recitals 39-44

## Chapter III Resilience of transport infrastructure

### Article 32

#### Preparedness of the transport network for dual-use

1. Member States shall upgrade *and, where necessary, develop* the dual-use infrastructure identified as part of the military mobility corridors to the transport infrastructure requirements defined in Annex II to the Council Military Requirements as a matter of priority, and in a coordinated and synchronised approach. When upgrading those dual-use sections of the military mobility corridors, Member States shall prioritise the following projects: *(AM 796 Renew)*
  - (a) ensuring continuity of the transport network, by closing missing links and removing bottlenecks to military transport, and, where appropriate, *developing dual use infrastructure at the extremities of the military mobility corridors in order to enable smooth cross-border movements with close partners; (AMs 798, 801 by EPP)*
  - (b) ensuring interoperability of the transport network, including, *where appropriate*, by migrating to European nominal standard railway gauge, *and by taking into consideration relevant rail links to ports, airports and last-mile access to multimodal freight terminals and logistics facilities of strategic relevance for dual-use transport; (AM 804 EPP; AM 837 S&D; AM 809 Greens)*
  - (c) adapting the infrastructure to *the requirements for* abnormal military transport, including by reinforcing bridges for rail and road transport, ~~and~~ by reinforcing and enlarging rail, road, port and aerodrome infrastructure, *and by marking bridges and tunnels with clear indications of load-bearing capacities; (AM 68 Rapporteurs; AM 807 Renew)*
  - (d) upgrading road tunnels to ADR category A, or providing for alternative routes for vehicles carrying dangerous goods incompatible with the existing tunnel category;
  - (e) increasing throughput capacity for all transport modes, including by improving rail and road access to ports and airports and improving port, airport and terminal facilities and equipment, *including by using ICT systems for transport as appropriate; (AMs 805, 811 EPP)*
  - (ea) *ensuring transshipment infrastructure with enough capacity to enable intermodal military mobility operations; (AM 813 Greens)*
  - (f) enhancing the resilience of communication, control, navigation *and* surveillance ~~and energy supply~~ infrastructure, in particular against interferences with radio-frequency communications *or GNSS spamming and spoofing and ensuring their cyber and digital security in accordance with EU legislation and, when*

*appropriate, NATO interoperability requirements (AM 69 Rapporteurs; AMs 815, 821 EPP; AMs 814, 816 ECR; AM 822 Greens)*

- (fa) enhancing the resilience of energy supply infrastructure in order to ensure adequate fuel storage and supply capacity, as well as charging infrastructure along the military mobility corridors, including, where relevant, in connection with existing NATO fuel infrastructure, thereby ensuring the functionality of transport capabilities; (AM 70 Rapporteurs; AMs 812, 817 S&D; AM 826 ECR; AM 830 Renew; AM 823 Greens)*
  - (g) ensuring sufficient resilience in the network, as well as protection against threats, including hybrid attacks, originating from third countries or non-state actors through actions such as cyberattacks, sabotage, espionage, drone threats, interception and manipulation of communications; (AM 829 EPP)*
  - (ga) addressing and filling capability gaps relating to military mobility corridors, based on Member States' assessment, analysis and monitoring. (AM 71 Rapporteurs)*
- 1a.** *Projects aimed at upgrading the dual-use infrastructure identified as part of the military mobility corridors to the transport infrastructure requirements defined in Annex II to the Council Military requirements, in accordance with paragraph 1, shall be considered to be projects in strategic sectors or categories contributing to resilience for the purposes of Article 14 of Proposal for a Regulation on speeding-up environmental assessments.*
- 2.** The Member States situated along the same military mobility corridor shall, *together with the Commission*, cooperate to identify, *assess, and to the extent possible* ~~and~~ address potential risks that may affect the functionality, *physical or cyber* security, or resilience of that corridor, in particular for cross-border transport, *including with close partners at the extremities of the corridors in the Union*. To that end, they shall *as soon as possible*: *(AM 72 Rapporteurs; AM 839 EPP; AMs 840, 841 S&D)*
- (a) assess the functionality of the military mobility corridors;
  - (b) analyse the state of compliance of the military mobility corridor infrastructure with the transport infrastructure requirements as set out in the Council Military Requirements;
  - (c) assess potential infrastructure gaps, missing links and bottlenecks hampering the smooth flow of military transport;
  - (d) determine the accurate and precise technical characteristics of their transport infrastructure and the conditions under which abnormal military cargo could be transported;
  - (e) monitor the resilience of communication, control, navigation, surveillance and fuel *and energy* supply infrastructure, *including refuelling and alternative fuel infrastructure, as well as the electricity grid*, in particular against interferences with radio-frequency communications, *or cyberattacks and unauthorised access*, and assess enforcement measures; *(AM 847 S&D; AM 846 Greens)*
  - (f) assess any other potential risks for military transport operations along the military mobility corridors, ~~with a view to appropriately protecting~~ *including drones, cyber, digital and radio-frequency threats, and adopt proportionate*

**protection measures for** the related transport infrastructure; (AM 851 EPP; AM 854 S&D; AMs 850, 852 ECR)

- (g) reinforce resilience by ensuring compatibility with the use of the services offered by the Union Space Systems, such as Positioning, Navigation and Timing (PNT), Earth Observation (EO), ~~and~~ Secure Connectivity **and Satellite Communications (SATCOM)**. In particular, when using PNT services, they shall use the authentication services offered by the Union Space Programme, or alternatively the Galileo Public Regulated Service (PRS) whenever feasible and without prejudice to Member States prerogatives concerning the use of PRS in their territory. Furthermore, Member States shall utilise the Union space-based EO services, where they offer monitoring and protection solutions. **Member States shall make use of Union connectivity and secure communications capabilities made available under GOVSATCOM and the future Union Secure Connectivity Programme (IRIS<sup>2</sup>)**. (AM 856 S&D)
3. Based on the analysis conducted in accordance with paragraph 2, the Commission, in close cooperation with the Member States, shall identify targeted short-term **and mid-term** investments (**energy supply and** transport infrastructure ‘hotspots’) that are to be implemented by Member States as a matter of priority along the military mobility corridors, and shall elaborate timetables for their implementation. To that end, the Commission shall set up targeted meetings per military mobility corridor in order to agree on the implementation of such hotspots in a synchronised and coordinated manner. The Member States concerned shall be invited to such meetings, and military **and strategic infrastructure operators'** experts shall be consulted in the assessment. (AM 73 Rapporteurs; AM 863 EPP; AM 864 S&D)
4. Member States, with the support of the Commission and the EEAS, shall coordinate on the following:
- (a) agreeing on designated routes, transport nodes, **including by using ICT systems for transport**, and supporting facilities like military transport support centres, and making best use of the military mobility corridors **supported, if appropriate, by using spatial data and spatial data services, as defined in Directive 2007/2/EC, and road, traffic and travel data as defined in Directive 2023/2661**; (AM 79 Rapporteurs; AMs 869, 872 EPP; AM 868 S&D; AM 870 Renew; AM 873 Greens)
  - (b) fostering coordination and cooperation between ~~rail~~-infrastructure **owners, managers and operators** in different Member States, in particular to ensure the efficient processing of the traffic arrangements pursuant to Article 7 and rapid and efficient route compatibility checks for abnormal military transport crossing more than one network; (AM 874 EPP)
  - (c) fostering coordination and cooperation between national aviation authorities with the support of the EDA, **the impacted air navigation service providers** and, where relevant, the Network Manager defined in Article 2, point (49), of Regulation (EU) 2024/2803, in order to define cross-border connectivity points between all Member States, in accordance with the principles laid down in

Commission Regulation (EC) No 2150/2005<sup>(38)</sup>; (AM 875 EPP; AM 877 ECR; AM 876 Renew)

*(ca) fostering coordination and cooperation between national port authorities, with the support of the EDA; (Co-Rapporteurs)*

*(cb) an assessment of the deployment of military counter-mobility assets and infrastructure; (AM 878 S&D)*

For the purposes of the first subparagraph, point (b), Member States shall instruct infrastructure managers to agree on pre-arranged routes for cross-border military transport, in particular for dangerous goods and abnormal military transport.

5. In the implementation of this Article, the Commission shall be assisted by the Committee established in accordance with Article 61 of Regulation (EU) 2024/1679<sup>2</sup>. Where relevant, the Military Mobility Transport Group may be consulted.
- 5a. *In order to facilitate and accelerate compliance with the obligations laid down in paragraphs 1 and 2, Member States and the Commission should ensure that sufficient funding at EU and national level is available. (AM 879 EPP; AM 838 S&D; AM 880 ECR)*

### Article 33

#### Identification of strategic dual-use infrastructure

1. Without prejudice to Directive (EU) 2022/2557 and in complementarity with it, Member States shall identify the following infrastructure located in their territories as strategic dual-use infrastructure for the purposes of this Regulation:
  - (a) key transport infrastructure serving the capital city of each Member State, including, if applicable, the biggest maritime and inland waterway ports as well as *either the largest airport or the airports serving as logistics and military hubs, particularly those located closest to areas affected by conflict*, , and multimodal freight terminal, *as well as air navigation infrastructure*, based on highest traffic volumes or throughput capacity, or both (AMs 810, 884, 885 EPP; AM 886 ECR);
    - (aa) new key transport infrastructure serving the military mobility corridors; (AM 74 Rapporteurs)*
  - (b) key transport infrastructure serving the urban nodes on the trans-European transport network with a population of at least 1 million inhabitants;
  - (c) for each NUTS 2 region along the military mobility corridors, the biggest maritime and inland waterway port as well as the biggest airport and multimodal freight terminal, based on highest traffic volumes or throughput capacity, or both, *and, where applicable, the associated refuelling and recharging infrastructure serving these hubs. (AM 887 S&D)*

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<sup>(38)</sup> Commission Regulation (EC) No 2150/2005 of 23 December 2005 laying down common rules for the flexible use of airspace (OJ L 342, 24.12.2005, p. 20, ELI: <http://data.europa.eu/eli/reg/2005/2150/oj>).

<sup>2</sup> Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024, ELI: <http://data.europa.eu/eli/reg/2024/1679/oj>)

2. In addition to the strategic dual-use infrastructure referred to in paragraph 1, Member States shall, identify transport infrastructure meeting the following criteria as strategic dual-use infrastructure for the purposes of this Regulation:
  - (a) infrastructure that has a strategic capacity to support, large-scale military transport operations, **including facilities that serve as transit points or strategic logistical hubs**; (AM 895 S&D; AM 896 Renew)
  - (b) infrastructure that is strategically important **or is located at a strategically important point** for military transport along one or several military mobility corridors, **in particular in regions facing increased security and operational pressure**; (AM 75 Rapporteurs; AM 898 ECR)
  - (c) infrastructure that ~~provides or has provided~~ **includes** strategic ~~contribution assets for~~ ~~to~~ planned or past military transport; (AM 76 Rapporteurs)
  - (d) infrastructure that poses a known bottleneck or missing link for military transport operations, such as a strategic river crossing or tunnel.
  - (da) **infrastructure that can serve as an alternative or diversion route in the event of the unavailability or disruption of infrastructure referred to in paragraph (1)**. (AM 904 Renew)
  - (db) **infrastructure that is partially owned or controlled by third country entities that contravene the security and defence interests of the Union and its Member States**. (AM 902 S&D)
3. In addition to the strategic dual-use infrastructure referred to in paragraph 1, Member States shall also identify essential supporting infrastructure, amongst which **ICT systems for transport, including control-command and signalling systems**, transport-critical energy, **fuel**, communications **and space** infrastructure, meeting the following criteria as strategic dual-use infrastructure for the purposes of this Regulation, (AM 77 Rapporteurs; AM 908 EPP; AMs 906, 909 S&D; AMs 910, 917 ECR; AMs 914, 915 Renew; AM 918 Greens)
  - (a) infrastructure that has a strategic **and logistic** capacity to support large-scale military transport operations (AM 78 Rapporteurs; AM 911 S&D);
  - (b) infrastructure that ~~provides or has provided~~ **includes** strategic ~~contribution assets for~~ ~~to~~ planned or past military transport (AM 79 Rapporteurs);
  - (c) infrastructure that plays a strategic role in providing services of transport of goods or persons to Member States or regions vulnerable to security threats;
  - (d) infrastructure that disposes of very specialised dual-use services or facilities that are essential for military transport, and for which there are very few alternatives elsewhere in the same Member State or along the same military mobility corridor;
  - (e) infrastructure that plays a strategic role in storing dual-use assets that facilitate military transport along the military mobility corridors.
4. **As soon as possible but no later than by ...** [1 year after entry into force of this Regulation], each Member State shall draw up a list of the strategic dual-use infrastructure located in its territory and identified in accordance with this Article **which shall also include information regarding the criticality and default resilience levels for each item**. They shall submit that list to the Commission for possible

comments and review it accordingly. The Member States shall update that list on a regular basis according to the same procedure. The list shall be **subject to appropriate confidentiality classification** treated as “Sensitive/Limité”. (AM 82 Rapporteurs; AMs 929, 930 EPP; AMs 925, 928 S&D; AMs 926, 927 Renew; AM 923 Greens)

- 4a. **Member States shall ensure that strategic dual-use infrastructure identified in accordance with this Article is, where appropriate, clearly marked and accompanied by adequate information regarding its technical characteristics relevant to military transport, including load-bearing capacities** (AM 932 EPP; AMs 867, 931 S&D; AM 933 ECR; AMs 939, 940 Renew)
5. In the implementation of paragraphs 1 and 2, the Commission shall be assisted by the Committee established in accordance with Article 61 of Regulation (EU) 2024/1679 **and for aviation-related matters, by the Committee established in accordance with Article 48 of Regulation (EU) 2024/2803**. (AM 935 EPP)
- In the implementation of paragraph 3, the Commission shall be assisted by Military Mobility Transport Group.

#### Article 34

##### Basic protection measures for SDI

1. Member States shall take the following basic protection measures in relation to SDI located in their territories to protect them against all hazards, to enhance their resilience and to ensure their effective operation at all times:
- (a) inform the owners, operators and managers of the infrastructure of its designation as an SDI and communicate any relevant information necessary for them to comply with their obligations under this Article;
  - (b) prevent, mitigate and address the risks associated with foreign ownership or control of SDI, including through the foreign investment screening **mechanisms** in accordance with Regulation (EU) 2019/452, **ensure that there is no reliance on high-risk suppliers, and foster European ownership and effective control of SDI**; (AMs 943, 957 EPP; AMs 806, 944 S&D; AMs 942, 976, 977 Renew; AM 946 Greens)
    - (ba) **impose periodic reporting on the security aspects of critical processes and an obligation to notify authorities of visits by non-EU residents to sensitive sectors**; (AMs 954, 955 EPP)
    - (bb) **establish an additional code of conduct in the context of the provision or exchange of sensitive information, with a view to safeguarding public order, national security and strategic interests**; (AM 948 EPP)
    - (bc) ~~design~~ **designate one or more contact persons or compliance officers holding a security clearance, responsible for the handling of sensitive information or data**; (AMs 949, 950, 951 EPP)
    - (bd) **provide guarantees ensuring the continuity of certain processes and/or the supply of services and goods affecting national security, public order and strategic interests**; (AM 953 EPP)
    - (be) **impose periodic on-site inspections in order to verify compliance with the mitigating measures**; (AM 956 EPP)

- (c) **ensure and enforce strict control over** risks linked to the management, **ownership** or operation of specific assets that are part of or related to an SDI such as specific lifting equipment, IT **systems, such as control-command and signalling systems, login systems, navigation and communication tools**, security control and detection equipment, **fuel infrastructure** as well as critical personnel and operations, such as rail freight providers, logistics companies, providers of port services as defined in Regulation (EU) 2017/352 of the European Parliament and of the Council<sup>39</sup>, seafarers, **air traffic controllers** and pilots; (AMs 960, 961, 962 EPP; AM 959 S&D; AM 963 ECR; AMs 958, 964, 965 Renew)
  - (d) ~~where appropriate, take basic~~ **all necessary** measures to protect the **entire system of** SDI against interferences and attacks by State and non-State actors, including terrorist attacks, **sabotage, cybersecurity, cyberattacks, unmanned aerial vehicle (UAV and UAS) attacks** and other hybrid **threats**, and equip the SDI with **cyber defence systems**, electronic warfare interference capacity **and anti-drone systems** to counter air raids and drone attacks, including jamming and spoofing **to mitigate air raids and drone incursions**. (AM 83 Rapporteurs; AMs 968, 970, 971, 975 EPP; AM 974 ECR; AM 972 Renew; AM 969 Greens)
2. The owners, operators and managers of SDI shall take all necessary technical, security and organisational measures within their area of responsibility and, where relevant, in collaboration with each other, to ensure that the SDI is appropriately protected against all hazards, that its resilience is enhanced and that its effective operation at all times is guaranteed, **taking into account the evolving nature of threats**. In particular, the owners, operators and managers of SDI shall: (AM 979 EPP)
- (a) implement the relevant basic protection and resilience measures for SDI, **including secure communication services**; (AM 996 EPP; AM 980 S&D)
  - (aa) **carry out a cyber risk assessment at least annually and implement a minimum-security baseline covering patch management, network segmentation, secure remote access, protection of industrial control systems and secure communications**; (AM 985 EPP)
  - (b) comply with the obligations for critical entities stemming from Directive (EU) 2022/2557, in particular those laid down in Articles 12 to 15 thereof, irrespective of whether the owner, operator or manager of SDI falls within the scope of that Directive;
  - (c) apply the requirements for essential or important entities stemming from Articles 20 and 21 of Directive (EU) 2022/2555, irrespective of whether the owner, operator or manager of SDI falls within the scope of that Directive;
  - (d) provide detailed information on the ownership structure of the SDI at the first request of the Member State where the SDI is located.
3. Member States shall, without undue delay, inform the Commission and the Member States situated along the same military mobility corridors of any incidents in relation to SDI located on their territory that significantly disrupt or have the potential to significantly disrupt the provision of essential services, within the meaning of Article 15, paragraph 1 of Directive (EU) 2022/2557, and that were either notified to them by the owners, operators and managers of SDI or that they became aware of through any other means. Such notifications shall include any available information to enable the competent authority to assess the nature, cause and possible consequences of the

incident, including any available information to determine the resulting capacity restrictions and possible cross-border impact of the incident. (AM 989 S&D; AM 988 ECR)

4. ***No later than 12 months from the date of entry into force of this Regulation***, the Commission ***shall*** adopt implementing acts to identify the basic protection and resilience measures for SDI, as referred to in paragraphs 1 and 2 of this Article, and to identify the enhanced protection measures for SDI referred to in Article 24 of this Regulation. To this end, the Commission shall in particular take account of the Commission guidelines adopted pursuant to Article 13(5) of Directive (EU) 2022/2557 and may also seek the advice of the Military Mobility Transport Group and the Committee established in accordance with Article 61 of Regulation (EU) 2024/1679. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 45(4) of this Regulation. The Commission may propose to include the measures covered in that implementing act in the Council Military Requirements. (AM 84 Rapporteurs; AMs 990, 991 EPP)

#### **Recitals 39-44 relating to Chapter III Resilience of transport infrastructure (Art. 32-34)**

- (39) The EU priority military mobility corridors, as set out in the Council ‘Military Requirements for Military Mobility within and beyond the EU’<sup>3</sup>, ~~*are constitute*~~ an instrument to facilitate the coordinated implementation of the parts of the trans-European transport network that are of particular military ~~*value*~~ ***relevance***. They are intended, in particular, to ensure the smooth movement ***of military troops and materiel*** across the Union and beyond, ~~*of military troops and materiel*~~. By focusing on the most urgent ***strategic*** investments in dual-use infrastructure along those corridors, and in particular on targeted short-term investments (‘hotspots’), Member States ~~*can*~~ ***should*** upgrade ***and, where necessary, develop*** those corridors ***in a rapid, coordinated and synchronised manner rapidly, and in a coordinated and synchronised manner***. ~~*The upgrading of relevant infrastructure is essential to enable a swift and rapid movement of military personnel, equipment, and supplies along those military corridors and, more broadly, to achieve the objectives of this Regulation. To that end, the Commission and Member States concerned should cooperate, in accordance with the relevant legal and cooperation frameworks, with parties to the North Atlantic Treaty that are not Member States but share land borders with Member States where military mobility corridors terminate, in order to encourage, including through the relevant EU funding programmes, the upgrading of their related infrastructure leading to those corridors. In order to support the timely development of those corridors, Member States and the Commission should ensure the availability of adequate funding at Union and national level.*~~ (AM 20 Rapporteurs; AM 269 EPP; AM 793 S&D; AM 796 Renew)
- (39a) ***Whereas Commission Implementing Regulation (EU) 2021/1328 currently restricts the scope of activities eligible for funding under the CEF military mobility envelope to dual-use rail infrastructure, thereby excluding support for the deployment of ERTMS, it is essential to revise this Regulation in order to include ERTMS among***

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<sup>3</sup> ST10440, ADD1, Council ‘Military Requirements for Military Mobility within and beyond the EU’ approved by the Council on 26 June 2023 and 23 October 2023 and any subsequent amendments thereof as approved by the Council.

*eligible actions, as a key building block and enabler of effective cross-border military mobility. (AM 271 EPP)*

- (39b)** *Counter-mobility infrastructure, including dual-use obstacles, fortifications and rapid deployment systems to reinforce border and territorial defence, also forms an important part of military mobility, in particular in the military mobility corridors, prioritising the Eastern and Northern corridors. (AM 21 Rapporteurs; AM 225 S&D; 272 ECR; AM 358 Renew)*
- (40) In addition, those corridors provide the basis for Member States and rail infrastructure managers or national aviation authorities to pre-agree on designated routes and supporting facilities, in particular for the military transport of dangerous goods and for abnormal military transport, and on predefined cross-border air connections, or connectivity points. Such pre-agreed or pre-arranged routes should be established to significantly reduce the time needed for processing traffic arrangements.
- (40a)** *Efficient military mobility requires not only the upgrading of transport corridors, but also the development of access points to such networks, including intermodal terminals, logistics hubs and last-mile connections. This is particularly relevant for infrastructure located in close proximity to the Union's external borders and areas affected by ongoing or potential conflicts, where it plays a key role in ensuring operational readiness, resilience and continuity of military transport. (AMs 267, 276 EPP)*
- (40b)** *Emphasises that, in the context of Russia's ongoing war of aggression against Ukraine, the EU's eastern flank remains highly exposed to cyber and hybrid threats; calls for the prioritisation of critical infrastructure protection and the rapid addressing of vulnerabilities across transport networks; stresses the need to ensure the swift and efficient operation of key military mobility corridors, including in the Baltic region and the Suwalki Gap, to enable rapid reinforcement and response. (AM 273 EPP)*
- (40c)** *In order to strengthen the resilience and continuity of military mobility in the Union, it will be necessary in the future to address structural bottlenecks in regions where they significantly limit the availability of cross-border connections. This should include the development and upgrading of alternative dual-use routes in order to increase redundancy and ensure uninterrupted military mobility in case of disruption of existing limited corridors. (AMs 275, 828, 845, 862, 871, 930 EPP)*
- (41) The Union transport system relies on the development of traffic measures and technical requirements that are built with the view of ensuring and improving safety and reliability. Those objectives serve in a similar way military transport that uses the dual-use infrastructure as well as the resilience and security of the transport systems.
- (41a)** *In order to ensure interoperability of the trans-European transport network, it is necessary to provide for its progressive development, including through migration to the European nominal standard railway gauge of 1435 mm, an axle load of at least 22.5 tonnes, the European Rail Traffic Management System (ERTMS), and the military loading gauge for tunnels. Investments in 1520 mm gauge railway infrastructure should be eligible for funding where it is located on, or directly connected to, Union priority military mobility corridors, and only where such investment is of demonstrated strategic relevance and necessary to ensure the continuity of military transport operations. (AM 803 S&D; AMs 268, 802 Greens)*

- (41b) *When upgrading the dual-use sections of the military mobility corridors, Member States should prioritise the resilience and strategic independence of the energy supply and storage infrastructure, including for alternative fuels, and reduce dependencies on external actors that could compromise operational continuity. Particular attention should be given to urgent strategic investments, including targeted short-term investments ('hotspots'), to identify and address gaps in storage, distribution and refining capacity that could hamper military transport operations. Adequate aviation fuel capacity should also be ensured. (AM 830 Renew; AM 823 Greens)*
- (42) Directive (EU) 2022/2557 of the European Parliament and of the Council<sup>(17)</sup> requires Member States to identify critical entities that provide essential services across eleven key sectors in the Internal Market, with a view to enhancing the resilience of those critical entities against all hazards, and accounting for both natural and man-made risks. Under Directive (EU) 2022/2557, Member States must also ensure that critical entities take measures to enhance their resilience. In addition, there may be certain dual-use transport, energy, **fuel, and** digital **and space** infrastructure that are critical for military transport, and notably the infrastructure that is located on or along the EU military mobility corridors. This infrastructure has a strategic value that goes beyond national borders. Such strategic dual-use infrastructure ('SDI') should therefore be identified, and protected by Member States due to its strategic importance under the coordination *of the Military Mobility Transport Group, and with the support* of the Commission, *which should also identify appropriate Union financial instruments to support such development. (AM 281 EPP; AM 282 S&D; AM 279 ECR)*
- (43) Such SDI should therefore be protected against all hazards *and properly maintained*, to enhance their resilience and to ensure their effective operation at all times, by Member States and their owners, operators and managers alike. *These hazards could among others include cyberattacks, sabotage, espionage, drone threats, interception and manipulation of communication and other hybrid attacks such as intentional and malicious threats or structural failures, utility disruptions, environmental emergencies or operational accidents as unintentional and accidental contingencies.* As a minimum, the obligations for critical entities stemming from Directive (EU) 2022/2557 and the requirements for essential and important entities stemming from Directive (EU) 2022/2555 of the European Parliament and of the Council<sup>4</sup> should be complied with by the owners, operators and managers of SDI, irrespective of whether they fall within the scope of those Directives. *To reduce the risks of cyberattacks, interferences or control from a third country entity over any part of identified SDI, equipment and assets purchased or used to implement basic protection measures should be subject to strict local content requirements and should be prohibited to use, install or integrate components from high-risk suppliers within the meaning of Regulation (EU) 2026/0011(COD) (Cybersecurity Act). Member States should also ensure that no dependency is created towards high-risk suppliers. (AM 284 EPP; AM 283 S&D; AMs 285, 286 Renew; AM 287 Greens)*

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<sup>(17)</sup> Directive (EU) 2022/2557 of the European Parliament and of the Council of 14 December 2022 on the resilience of critical entities and repealing Council Directive 2008/114/EC (OJ L 333, 27.12.2022, p. 164, ELI: <http://data.europa.eu/eli/dir/2022/2557/oj>).

<sup>4</sup> Directive (EU) 2022/2555 of the European Parliament and of the Council of 14 December 2022 on measures for a high common level of cybersecurity across the Union, amending Regulation (EU) No 910/2014 and Directive (EU) 2018/1972, and repealing Directive (EU) 2016/1148 (NIS 2 Directive) (OJ L 333, 27.12.2022, pp. 80 ELI: <http://data.europa.eu/eli/dir/2022/2555/oj>).

- (44) Moreover, following up on the announcements in this respect in the White Paper on the future of European Defence, Member States should also put in place stricter rules on the **construction**, ownership and control of strategic dual-use infrastructure. While effective screening of new foreign investments into SDI in accordance with Regulation (EU) 2019/452 of the European Parliament and of the Council<sup>5</sup> could help in preventing risks related to malicious foreign ownership or control, Member States should also mitigate and address already existing risks of foreign ownership or control in SDI. ***In this context, Member States should ensure that foreign ownership is limited. In particular, ownership or control of terminals may confer effective control over port community systems, digital logistics platforms and connected operational technology, creating risks of interference, surveillance or disruption of critical infrastructure through digital or operational means. (AM 290 EPP; AM 294 ECR; AM 288 Renew)***

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<sup>5</sup> Regulation (EU) 2019/452 of the European Parliament and of the Council of 19 March 2019 establishing a framework for the screening of foreign direct investments into the Union (OJ L 79I, 21.3.2019, p. 1, ELI: <http://data.europa.eu/eli/reg/2019/452/oj>).

## COMPROMISE AMENDMENT 3

Articles 3 (14) and (15), 35-39 + Recitals 45-52

### Chapter IV Availability of transport and logistic capabilities for military transport operations

#### Article 3

##### Definitions

For the purposes of this Regulation, the following definitions apply:

(14) ‘transport capabilities’ means any equipment, transport means, *ICT systems for transport* or personnel, separately or in combination, that can facilitate, enable and execute military transport operations, as well as mobile assets for the repair of strategic dual-use infrastructure, *and of transport capabilities themselves, including and supported by digital capabilities and use of spatial data and spatial data services, as defined in Directive 2007/2/EC, and road, traffic and travel data as defined in Directive 2023/2661*; (AM 33 Co-Rapporteurs, AM 392, 394 EPP)

(15) ‘logistic capabilities’ means the personnel, equipment, and services, that can facilitate, enable, and execute Host-Nation-Support activities, including the storage and distribution of fuel, supplies, *ICT systems for transport* and other essential commodities, *including and supported by digital capabilities and use of spatial data and spatial data services, as defined in Directive 2007/2/EC, and road, traffic and travel data as defined in Directive (EU) 2023/2661*;  
(AM 396, 397 EPP, AM 393 S&D)

#### Article 35

##### Solidarity Pool to facilitate military transport operations

1. The Solidarity Pool is established. It shall consist of a pool with a list of registered capabilities of Member States and ~~possibly~~ of the Union. *The Union may conclude bilateral or multilateral agreements with Parties to the North Atlantic Treaty that are not Member States and with close partners, in order to allow those countries to register their capabilities if they deem it appropriate, defining scope, resources and procedures for registration and use of capabilities in the Solidarity Pool.* (AM 85 Co-Rapporteurs, AM 1000 Co-Rapporteurs and EPP, AM 999 ECR, AM 1002 ECR, 1003 Greens, AM 1004 S&D, AM 1005 EPP) The capabilities registered in the Solidarity Pool shall consist of transport and logistic capabilities and shall be used to guarantee, optimise and facilitate the execution of military transport operations. The Solidarity Pool shall become operational ~~subject to~~ *with* (AM 1004 S&D) the adoption by the Commission of the implementing act referred to in paragraph 15.
2. On the basis of the advice of the Military Mobility Transport Group and the results of the stress tests referred to in Article 43, the Commission ~~may~~ *shall* (AM 1008 S&D,

AM 1013 EPP) by ... *[6 months from the date of entry into force of this Regulation]* (AM 1019 S&D) adopt guidelines defining the types and specifying the number of key transport capabilities required for the Solidarity Pool to address the Union's gaps in the area of military transport capabilities. **Capabilities subject to effective or sufficiently substantiated doubts regarding third-country control shall not be registered in the Solidarity Pool.** (AM 1010, 1011 RE, 1017 S&D) **By 2035, Member States shall not register in the Solidarity Pool any capabilities that rely on the use, installation or integration of components from high-risk suppliers.**

3. The Solidarity Pool shall be operational 24 hours a day, seven days a week.
4. Member States may **voluntarily** (AM 86 Co-Rapporteurs) register their own capabilities in the Solidarity Pool. **It must be ensured that passenger services operating under Public Service Obligations (PSOs) are not adversely affected, and that no distortions of competition arise between market participants.** Capabilities that have been **newly** acquired or contracted by Member States ~~with the financing support of any Union funding~~ **through dedicated EU programmes aimed at financing dual-use capabilities** shall be registered in the Solidarity Pool. (1025, 1026 EPP, 1024, 1027 ECR, 1031, 1032 RE).
- 4a. **Railway vehicles which have been identified as suitable for use as part of a military transport in accordance with Article 36, and whose parameters are recorded in the European Vehicle Register referred to in Article 47(5) of Directive (EU) 2016/797 pursuant to Article 37 paragraph 2 of this Regulation, shall be registered in the Solidarity Pool.** (AM 87 Co-Rapporteurs)
5. The registration of multinational capabilities provided by two or more Member States shall be undertaken jointly by all the Member States concerned or by any relevant entity.
6. Subject to the availability of Union funding, Union capabilities may be procured with the objective of addressing the Union's gaps in the area of transport capabilities, under conditions to be specified in the implementing act referred to in paragraph 15. Union capabilities shall be automatically registered in the Solidarity Pool.
7. The capabilities registered in the Solidarity Pool by Member States or the Union, or both, **or by parties to the North Atlantic Treaty that are not Member States or by close partners**, (AM 1040 S&D) may comprise their own capabilities and those obtained through service contracts with commercial operators, where such contracts permit it.
8. Capabilities registered in the Solidarity Pool shall be available for support following a request made by a requesting Member States to the Commission unless such capabilities are already used to support another request. **The Commission shall establish a dynamic availability registry to differentiate registered capabilities based on their readiness status.** (AM 1049, 1050 RE, AM 1048, 1054 ECR) In the event of competing requests, any decisions to allocate the capabilities shall be taken, in close coordination between the requesting Member States, the Commission and where relevant the Member State that has registered the capabilities. **Where applicable, the transport operator or infrastructure manager owning or operating the capability shall be involved.** (AM 1051 ECR, AM 1052 Greens)
8. a. **When the requesting Member State also requests assistance under the Union Civil Protection Mechanism, the request shall automatically be forwarded by the Commission to the Emergency Response Coordination Centre referred to in**

**Regulation (EU) 2025/0223(COD) (Union Civil Protection Mechanism). The Commission and the Emergency Response Coordination Centre shall coordinate to process the request and to allocate the needed transport and logistic capabilities to the requesting Member States (AM 1059 S&D).**

9. When not being used or needed for planned support, capabilities registered under the Solidarity Pool may be used for national purposes by their registering Member States or for commercial purposes by the commercial operator that has been contracted by the registering Member State or the Union.
10. Member State's Capabilities registered in the Solidarity Pool may be excluded from support where that Member State is confronted with an exceptional situation requiring the use of those capabilities. Where a Member State invokes such an exceptional situation, it shall inform and provide explanations to the Commission, as early as possible.
11. Member State's capabilities registered in the Solidarity Pool which are deployed for support shall remain under its command and control. Where the registering Member State is confronted with an exceptional situation requiring the use of registered capabilities that have been deployed, it may withdraw them, upon consultation with the Commission and the requesting Member State for which the capabilities were deployed. (1033, 1034 RE)
12. Union capabilities shall be hosted in a Member State. The Commission and the Member States shall ensure, where appropriate, an adequate geographical distribution of Union capabilities **with priority for military mobility corridors and based on results of regular stress tests and changed security situation, particularly along external EU borders, may review their placement.** (AM 89 Co-Rapporteurs, AM 1068 RE, AM 1069, AM 1017 S&D, AM 1066,1067 ECR) The requesting Member State for which Union capabilities are deployed shall be responsible for directing support operations.
13. Capabilities registered under the Solidarity Pool may be pre-positioned. When capabilities are pre-positioned, they shall be located in facilities that apply, where relevant, the basic protection measures referred to in Article 34. **Member States and the Commission shall ensure the safe, secure and protected operation of the Solidarity Pool.** (AM 90 Co-Rapporteurs)
14. The maintenance and deployment costs of Member States' **own** capabilities shall be borne by the registering Member State, **and those capabilities acquired or contracted by Member States with the financing support of any Union funding shall be borne by the EU budget**, unless provided otherwise in the implementing act referred to in paragraph 15. (AM 91 Co-Rapporteurs)
- 14 a. **Member States shall ensure that civilian operators included in the Solidarity Pool are subject to clearly defined contractual frameworks, including applicable contractual rights and obligations and operational conditions, specifying liability regimes, insurance requirements, employment conditions and compensation arrangements.** (AM 1008, 1021, 1023 S&D, 1076 EPP, AM 1075 ECR, AM 1046 RE, AM 1127, 1128 EPP, 335 EPP, 1116 Greens)
15. ~~Subject to the availability of Union funding,~~ **No later than 6 months from the date of entry into force of this Regulation** the Commission ~~may~~ **shall** adopt an implementing act putting into operation the Solidarity Pool. That implementing act shall ~~also~~ set out: (AM 92 Co-Rapporteurs, 1079, 1079 S&D)

- (a) the procedures to be followed to process requests by Member States for capabilities under the Solidarity Pool, ***including a secure digital platform for exchange of information and allocation procedures, in compliance with security and confidentiality requirements*** (AM 1035 S&D, AM 1020 ECR);
- (b) additional specifications under which the costs listed in paragraph 14 may be financed; (AM 1084 EPP)
- (c) additional specifications under which the cost related to the pre-positioning of the capabilities may be financed;
- (d) additional specifications under which the training, reskilling and upskilling costs of personnel operating the capabilities registered under the Solidarity Pool may be financed;
- (e) any additional rules on the functioning of the Solidarity Pool, where necessary;

This implementing act may set out:

- (a) the conditions under which the maintenance and deployment costs of member State capabilities are to be allocated;
- (b) the conditions under which a credit-based system may be used as a form of non-financial exchange mechanism for capabilities registered in the Solidarity Pool.

#### *Article 36*

##### **Access to vehicle registries for potential use in military transport**

1. Member States shall ensure that their services responsible for carrying out military transport operations have access to their respective national road vehicle registers, with a view to identify dual-use road transport vehicles.
2. Member States, in cooperation with the European Union Agency for Railways, shall ensure that their services responsible for carrying out military transport operations have access to their respective national railway vehicle registers and to the European Vehicle Register referred to in Article 47(5) of Directive (EU) 2016/797, with a view to identify dual-use railway vehicles.
3. Member States shall ensure that their services responsible for carrying out military transport operations have access to their respective national aircraft and shipping registers, with a view to identify dual-use aircraft and vessels.
4. The Commission shall equally be granted access to the registries specified under paragraphs 1 to 3, with a view to identify dual-use vehicles, vessels or aircraft. ***Such access shall be provided on an ad hoc, case-by-case basis subject to confidentiality safeguards and shall not entail permanent or direct technical access of the Commission to national registries.*** (AM 327, 1095, 1098 EPP, AM 1099 ECR)
- 4a. ***During the period of activation of EMERS, the members of the Military Mobility Transport Group shall be granted access to the registers specified under paragraphs 1 to 3, with a view to identifying dual-use vehicles, vessels or aircraft available for military mobility purposes.*** (AM 94 Co-Rapporteurs) ***Such access shall be provided on an ad hoc, case-by-case basis subject to confidentiality safeguards and shall not entail permanent or direct technical access of the Military Mobility Transport Group to national registries.***

## Article 37

### Identification of railway vehicles for potential use in military transport

1. **No later than 6 months from the date of entry into force of this Regulation**, the Commission ~~may~~ **shall** adopt implementing acts in order to:

*(AM 95 Co-Rapporteurs, AM 1102 S&D)*

~~(e)~~(a) identify categories of railway vehicles most suitable for use as part of a military transport;

~~(d)~~(b) where available, and after consulting the European Union Agency for Railways, establish technical specifications on which the identification pursuant to point (a) may be based, and if necessary, establish any appropriate technical parameters and related compliance testing methods;

~~(e)~~(c) for railway vehicles already authorised pursuant to Article 21 of Directive (EU) 2016/797 or put in operation under the Union or national legal framework previously applicable before the authorisation framework set out by that Directive, determine whether and under what conditions:

(1) railway undertakings and vehicle keepers ~~are~~ **have** to identify if the vehicles for which they are responsible fall into a category under point (a), and if so, determine the full relevant technical characteristics of those vehicles; *(AM 96 Co-Rapporteurs)*

(2) manufacturers of railway equipment ~~are~~ **have** to identify if vehicles they manufacture fall into a category under point (a), and if so, determine the full relevant technical characteristics of those vehicles. *(AM 97 Co-Rapporteurs)*

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 45(4).

2. ~~If the Commission adopts the implementing act referred to in paragraph 1~~, For every registered railway vehicle, the vehicle keeper shall include the identification as a vehicle that can be used as part of a military transport and any relevant parameters established under paragraph 1, point (b) in the respective vehicle's technical documentation. Vehicle keepers, in collaboration with the registration entities, shall be responsible for recording those parameters in the European Vehicle Register referred to in Article 47(5) of Directive (EU) 2016/797. *(AM 98 Co-Rapporteurs)*

## Article 38

### Establishment of a temporary control or right of use framework for military transport

1. **As soon as possible, but no later than ~~By~~ 1 year following the entry into force of this Regulation**, each Member State shall have in place a framework allowing it to issue, as a last resort, binding orders to obtain the temporary control or right of use over an infrastructure, asset or equipment located on its territory which is necessary for the execution of military transport operations, in cases where no alternative solution can be achieved through mutual agreement or under an existing contract within the required timeframe. Where a Member State has an existing framework enabling such temporary control or right of use, it shall ensure that the existing framework complies with the requirements set out in paragraphs 2 and 3. **Member States shall consult with**

*relevant stakeholders when developing or updating this framework.* (AM 1108 S&D).

2. Member States shall ensure that their framework referred to in paragraph 1 complies with the following minimum requirements:
  - (a) allows for the temporary control or right of use over an infrastructure, asset or equipment to support the military transport operations of another Member State, upon request from that Member State, and lays down a procedure for submitting such request;
  - (b) entails a compensation mechanism to compensate owners, operators and managers of the infrastructure, assets or equipment concerned for expenses incurred, ***missed revenues directly caused by a binding order referred to in paragraph 1*** and damages suffered; (AM 1116 Greens, 1118 EPP, 1119 ECR)
  - (c) includes transparent and non-discriminatory rules and procedures related to such temporary control and right of use, and that measures taken pursuant to such rules and procedures are in place.
3. ***In order to minimise the impact of those measures on civil transport and economic activities, the*** Member States shall ensure that any measures adopted under their framework referred to in paragraph 1 are strictly necessary and proportionate. (AM 1125 S&D)

#### *Article 39*

##### **Framework contracts with dual-use transport service providers**

1. Member States may conclude framework contracts with dual-use transport service providers for ensuring the availability of transport capabilities for military transport operations, including the rapid deployment of personnel, equipment, and supplies. ***This process may include an active role of the National Coordinator for Cross-Border Military Transport of each Member State.*** (AM 98 Co-Rapporteurs)
2. The framework contracts referred to in paragraph 1 that are concluded, renewed or substantially modified after the entry into force of this Regulation shall:
  - (a) be designed to allow other Member States to join as contracting parties, and shall provide for the possibility to be amended to accommodate additional participants without compromising the primary objective of supporting military transport;
  - (b) entail an obligation for the transport service providers to disclose any potential double-booking of transport capability to all participating Member States, prior to accepting conflicting orders.
3. Member States and the transport service providers referred to in paragraph 2, point (b), shall implement procedures to resolve transport capability allocation disputes, ensuring that military transport priorities are met without undue delay.

Recitals:

- (45) As highlighted in the Action Plan on Military Mobility 2.0, Member States are faced with capability gaps when it comes to military mobility. Those capability gaps hamper Member States' ability to perform military transport operations. Hence, empowering the Commission to establish a Solidarity Pool is appropriate to address those capability gaps faced by Member States. The Solidarity Pool should allow Member States to pool and share transport and logistic capabilities, including those enhancing energy security, thereby facilitating their access to the necessary capabilities and enhancing their ability to perform military transport operations. ***Parties to the North Atlantic Treaty that are not Member States and close partners should also be able to register their capabilities if they deem it appropriate and on the basis of an international agreement between the Union and the respective States, defining scope, resources and procedures for registration and use of capabilities in the Solidarity Pool. The Solidarity Pool could take direct inspiration from the European Civil Protection Pool and RescEU under the Union Civil Protection Mechanism. At the same time, differences in scope, resources, and procedures should be respected, reflecting the civilian or dual-use nature of each pool. (AM 22 Co-Rapporteurs, 240 S&D)***
- (45a) ***The Commission should, together with the Member States and in coordination with NATO, assess capability gaps along military mobility corridors. In order to strengthen the Union's overall resilience and to be able to respond effectively to a wide range of operational scenarios, it is essential to ensure the availability and interoperability of various capabilities as well as to pool and share, where appropriate, capabilities among Member States (AM 299 Renew, AM 241, 300, 301, 303, 304 S&D).***
- (46) The Commission should ensure that the Solidarity Pool is set up in a way that encourages Member States to voluntarily share their transport and logistics capabilities, including dual-use mobile assets such as vehicles and vessels, and allows for the efficient use of Union funding to support ***the production (AM 306 S&D)***, the deployment and maintenance of those capabilities. The Solidarity Pool should also encompass Union transport and logistic capabilities, including those that are contracted with private operators. ***The Solidarity Pool should remain continuously available, enabling Member States or commercial operators to draw on registered capabilities whenever they are not required for scheduled support. In cases of overlapping requests, decisions should be made promptly to ensure that resources are deployed where they are most urgently needed. (AM 308 EPP)*** Such Union transport and logistic capabilities should have a particular focus on rare and scarce capabilities that are not readily available within the armed forces of Member States, and where Union service contracting could provide significant added value. ***Capabilities registered in the Solidarity Pool should be prohibited to use, install or integrate components from high-risk suppliers within the meaning of Regulation (EU) 2026/0011(COD) (Cybersecurity Act). (AM 310, 311 Renew, AM 313 S&D)***
- (46a) ***Member States should take necessary steps to clearly define private operators' legal responsibilities, contractual conditions, liability regimes, insurance requirements and employment conditions in case they are covered by the Solidarity Pool. (AM 316, 317 RE, AM 318 EPP, AM 319 ECR, AM 320 S&D)*** ***In order to mitigate operational***

*risks for private operators whose capabilities are registered in the Solidarity Pool, war risk insurance should be provided when they operate in conflict-affected areas (AM 323 RE).*

- (46b) *The Solidarity Pool should be based on a structured and coordinated identification of transport and logistics capability gaps at Union level, taking into account Union priorities for military mobility and Member State competencies. (AM 1018 S&D) This identification should be based on the expertise of the competent bodies, in particular of the Military Mobility Transport Group, to ensure that the pooled capabilities effectively meet the operational needs of Member States, in particular in emergency situations. (AM 237 S&D) The identification should include specialised vehicles, such as medical units and medical transport, to ensure the appropriate treatment and evacuation of the wounded and sick. (AM153, 154 Left, 322 S&D)***
- (47) Member States should be able to access information about existing dual-use transport capabilities to appropriately plan future military transport operations and identify persisting capability gaps. Most civilian rail and road vehicles, vessels and aircraft are registered in national or European registers. Member States' visibility over existing capabilities should therefore be improved by ensuring that the national services responsible for military transport have access to those registers. To enhance visibility at Union level and support the planning of military transport, the Commission should also have access to that information. ***However, access to registries should be limited to necessary data and subject to confidentiality safeguards and Member State competences. During the period of activation of EMERS, when potentially there could be a lack or shortage of available vehicles in the Solidarity Pool, members of the Military Mobility Transport Group should also be granted access to those national or European registers, in order to identify dual-use vehicles, vessels or aircraft available for military mobility and to be able to ensure quick and swift military movements. (AM 23 Co-Rapporteurs, 327 EPP)***
- (48) Large numbers of civilian rail vehicles might be considered dual-use and fit for military transport operations, or easily upgradeable for those purposes. Therefore, implementing powers should be conferred on the Commission to set out whether and under what conditions railway undertakings that own such vehicles, vehicle keepers that are responsible for them and vehicle manufacturers that manufacture them assess whether railway vehicles have the technical characteristics to be used as part of a military transport. Those powers should include the development of harmonised technical parameters on which such identification might be based.
- (48a) *To perform military transport operations by rail and deliver military supplies or ensure civilian evacuation, the dual mode (diesel and electric) locomotives and locomotives with internal combustion engines play an important role, especially in crisis situations, where they represent the only operational solution in the event of a wide-scale shortage or disruption in the supply of electricity to the traction network. Therefore, the Commission should safeguard the role of these technologies. (AM 24 Co-Rapporteurs, AM 295, 296 RE, AM 328 Greens)***
- (49) In exceptional circumstances, military transport operations may necessitate the use of specialised infrastructure, assets or equipment to further facilitate military transport. To ensure uninterrupted access to such critical transport resources, Member States should establish or have in place a framework that enables them to access them in a timely manner when alternative solutions, such as contracting, are not available in the required timeframe. ***Any temporary control or use of infrastructure, assets, or equipment that***

***results in costs or damages should be duly compensated by the Member States. Where infrastructure is damaged, the possibility of financial support from relevant Union funding should be taken into account.*** (AM 332 EPP)

- (50) Such framework should enable Member States to obtain the temporary control or right of use of infrastructure, assets or equipment, as a last resort measure where strictly necessary to ensure military transport. It should also allow the use of such temporary control measures to support the military transport operations of other Member States, upon request. Owners, operators and managers of the infrastructure, assets or equipment concerned should however not be unfairly burdened by such measures and should therefore be appropriately compensated for expenses incurred and damages suffered as a result of their deployment. In accordance with the Charter on Fundamental Rights, Member States should ensure that where such measures interfere with the right to property, they are provided for by law, respect the essence of those rights and freedoms, and comply with the principle of proportionality.
- (51) While the European Council stressed the importance of establishing framework contracts with civilian transport providers in the 2024 Military Mobility Pledge, any future framework contracts should be more transparent and flexible.
- (52) Because of scarce transport capabilities, a Member State may end up pre-contracting those already booked by another Member State. To address such risks associated with possible double-booking, in new framework contracts, transport providers should keep Member States informed of such double-booking cases. At the same time, with a view to ensuring access to the necessary transport services, new framework contracts should allow Member States to invite other Member States to join as contracting parties.

**COMPROMISE 4**  
**(Art. 40-53, Recitals 53-67)**

**Chapter V**  
**Horizontal provisions**

*Article 40*

**National Coordinator for Cross-Border Military Transport**

- 1. *As soon as possible but no later than [three months following the entry into force of this Regulation], each Member State shall designate a National Coordinator for Cross-Border Military Transport with permanent availability, to ensure coordination and effective communication on cross-border military transport, **particularly by communicating its contact details to the Military Mobility Transport Group.** (AM 100 Rapporteurs, AM 1137, 1146 EPP, AM 1139 S&D)***
  
- 2. Member States shall ensure that their respective National Coordinator for Cross-Border Military Transport:**
  - (aa) *have the appropriate resources to carry out its tasks* (AM 1146 EPP);**
    - (a) receives and sends military transport permission requests and notifications as referred to in Article 8(3) and Article 20(2);
    - (b) has the necessary expertise and resources to be able to provide advice and support for all customs formalities;
    - (c) receives and replies to requests for priority access submitted during a period of activation of EMERS and facilitates the necessary procedures, in accordance with Article 21;
    - (d) is able to coordinate all relevant national, regional, and local level actors involved in military transport operations, in order to ensure, ***as soon as possible***, the smooth execution of cross-border military transport operations, in particular during the activation of EMERS, and coordinate the Military Transport Readiness Check referred to in Article 42 (AM 1142 S&D).
  - (d a) *have the authority to issue binding operational instructions, including with immediate effect, to civilian entities, infrastructure managers and national civil protection authorities during the activation of EMERS. Such instructions shall be implemented without delay and any available remedies shall not have suspensive effect.* (AM 1144 EPP)**
  
- 2 a. *The National Coordinator for Cross-Border Military Transport shall cooperate, where relevant, with the competent authorities and operators responsible for energy and fuel infrastructure in order to ensure that prioritised refuelling and recharging under this Regulation, including during EMERS, is feasible, safe and consistent with national market and security regimes* (AM 101 Rapporteurs).**

- 2 b. Where EMERS is activated, a timely and coordinated public communication shall be ensured by the Commission and Member States on its activation and expected impact on civilian transport. (AMs 1147 Greens)**
- 2 c. The National Coordinator shall define work organisation, training and safety requirements necessary for the implementation of this Regulation, as well as to ensure that the measures necessary to implement this Regulation at national level remain proportionate. (AMs 1148 Greens)**

#### Article 41

### **Military Mobility Transport Group**

1. The Military Mobility Transport Group is established to assist and provide advice and recommendations to the Commission and to facilitate cooperation and exchange of information among Member States **and, where appropriate, with NATO** on issues relating to this Regulation, **without prejudice to national command and control (AM 1150 ECR)**.
2. The specific tasks of the Military Mobility Transport Group shall be the following:
  - (a) to promote discussions, dialogue **and coordination** between Member States, **and, where appropriate, with NATO and parties to the North Atlantic Treaty that are not Member States**, with a view to facilitating the granting of military transport permissions and traffic arrangements, in particular among Member States situated along the same military mobility corridors (*AM 102 Rapporteurs*);
  - (b) to facilitate the use of pre-planned traffic arrangements and pre-defined routes for the purpose of military transport operations;
  - (c) to advise on basic and enhanced protection measures referred to in Article 34(4) and Article 24, respectively;
  - (d) to facilitate the identification and pre-positioning of key transport and logistic capabilities for the Solidarity Pool to address the Union's gaps in this area, where a Solidarity Pool is operationalised in accordance with Article 35;
  - (e) to facilitate joint procurement by Member States of transport and logistic capabilities for military transport;
  - (f) to review the Military Transport Readiness Checks results and stress tests results carried out in accordance with Articles 42 and 43 and to issue recommendations on their basis, where appropriate;
  - (g) to advise on the technical specifications and modules for the Military Mobility Digital Information System, where established in accordance with Article 14, taking due account of applicable Union customs legislation;
  - (h) to be consulted on the list of strategic dual-use infrastructure referred to in Article 33(3).

**(h a) to identify gaps in traffic arrangements and to prepare alternative plans and measures to safeguard military transport operations in situations of degraded capabilities (AM 1154 EPP);**

*(h b) to provide advice on the deployment of military counter-mobility assets and infrastructure. (AM 1156 S&D)*

3. The Military Mobility Transport Group shall be composed of ***the National Coordinator for Cross-Border Military Transport of each Member State***, representatives of the Commission, the EEAS, including the European Union Military Staff, the European Defence Agency, ***and the European Climate, Infrastructure and Environment Executive Agency***. Each Member State's ***National Coordinator*** shall be able to represent their respective governments' position. Where relevant for customs formalities, Member States' customs authorities and the European Union Customs Authority shall also be invited to participate. The Commission shall chair the Military Mobility Transport Group and ensure its secretariat *(AM 103 Rapporteurs, 1009 S&D; AM 1160 Renew)*.
4. The Military Mobility Transport Group may invite, where relevant, in accordance with its rules of procedure and with due respect to the security and defence interests of the Union and its Member States, ***a representative of NATO and representatives of the parties to the North Atlantic Treaty which are not Member States, Ukraine, the Republic of Moldova close partners*** and countries of ***the European Economic Area*** to attend meetings as observers. ***EFTA states that are party to the Agreement on the European Economic Area shall have the right to become members of the Military Mobility Transport Group in accordance with the modalities of participation set out under that agreement*** *(AM 104 Rapporteurs, AM 1165 EPP)*.
  - 4 a. ***When discussions held within the Military Mobility Transport Group concern matters directly affecting the participation of civilian operators in military transport operations, their representatives, including workers and employers, may be invited as observers on an ad hoc basis. (AM 1163 EPP, AM 1164 S&D, AM 1166, AM 1157 Greens, AM 1168 ECR)***
5. The Commission shall ensure transparency by providing members of the Military Mobility Transport Group equal access to information.
6. The Military Mobility Transport Group shall meet regularly, and whenever the situation so requires, upon request from the Commission or a Member State. It shall adopt its rules of procedure on the basis of a proposal submitted by the Commission.
7. The Military Mobility Transport Group may issue opinions, advice and recommendations upon the request of the Commission or on its own initiative. The Military Mobility Transport Group shall endeavour to find solutions which command the widest possible support.
  - 7 a. ***The Military Mobility Transport Group may use the Military Mobility Digital Information System which can be supported by spatial data and spatial data services, as defined in Directive 2007/2/EC, and road, traffic and travel data as defined in Directive 2023/2661 (AM 1171 EPP);***

#### Article 42

#### Military Transport Readiness Check

1. Member States, ***where appropriate in cooperation with all relevant stakeholders***, shall conduct a Military Transport Readiness Check once a year to assess their

preparedness to execute military transports. The Military Transport Readiness Check shall be comprised of information on all of the following (*AM 1172 S&D*):

- (a) the necessary measures taken at national level to ensure the implementation of EMERS;
  - (b) the measures taken at national level to ensure the whole-of-government approach **and adequate public-private cooperation** when dealing with military transport (*AM 1175 EPP*);
  - (c) whether measures and necessary traffic arrangements for planned cross-border military transport operations have been taken;
  - (d) whether Host-Nation-Support measures to accommodate for planned cross-border military transport on their territory have been taken;
  - (e) whether military transport permission requests have been submitted to and received by other Member States in accordance with Articles 5 and 6;
  - (f) where a Solidarity Pool is operationalised in accordance with Article 35, whether support requests from the Solidarity Pool have been submitted.
  - (g) **the availability of personnel trained for military transport, disaggregated between military and civilian, and in the case of the latter the numbers in personnel willing to undertake military transport, where available;** (*AM 1177 Greens*)
2. The National Coordinator for Cross-Border Military Transport of each Member State shall share the results of their Military Transport Readiness Check with the Military Mobility Transport Group, **including with NATO if appropriate, provided that appropriate confidentiality safeguards are in place.** (*AM 105 Rapporteurs, AM 1179 Renew*).

#### *Article 43*

#### **Stress tests**

1. The Commission **shall** conduct stress tests **on a regular basis**, in collaboration with Member States and relevant Union bodies, **and, where relevant, NATO**, to test and evaluate the Union's preparedness to facilitate military transport. Such tests shall (*AM 1181 ECR, AM 1182, 1183 Renew, AM 1180, 1184 S&D*):
  - (a) prepare for the activation of EMERS;
  - (a a) **test the effectiveness of the protection measures referred to in Article 34 of this Regulation;** (*AM 1174, 1185 S&D, 1190 Renew*)
  - (b) test the effectiveness of the whole-of-government approach **and public-private cooperation** in implementing this Regulation's objectives, including the coordination and cooperation among relevant bodies, authorities and stakeholders, **notably private sector entities essential to military transport** (*AM 1187 Renew, AM 1188 EPP*);
  - (ba) **evaluate the preparedness of workers in the transport sector in order to address relevant training and up-skilling needed in various transport areas;** (*1149 S&D, AM 225 ECR, 831, 1148 Greens, 834 Left*)

- (c) test the implementation of the provisions of this Regulation in a specific geographical area, such as a specific military mobility corridor, in border regions of a Member State with a third country, or in a specific sectorial area, including customs.
- (c a) test preparedness for counter-mobility scenarios, including infrastructure denial, disruption or degradation, and their impact on military transport and civil-military coordination. (AM 1190 Renew)*
- (c b) test the operationality of the Military Mobility System. (AM 1191 Renew)*
2. Member States may request the Commission to conduct the stress tests referred to in paragraph 1.
  3. The Commission shall communicate the results of the stress tests conducted pursuant to this Article to participating Member States, ~~and to~~ *to* the Military Mobility Transport Group *and to NATO (AM 106 Rapporteurs)*.
  4. The Commission may also participate in stress tests or exercises, at the request of a Member State or based on any relevant invitation, with the objective to test and evaluate the Union's preparedness to facilitate military transport.
- (4 a) The Military Mobility Transport Group shall review lessons learned from NATO exercises and other relevant multinational exercises, including the Union's Integrated Resolve exercises, including on counter-mobility, cross-border coordination, administrative barriers, and the resilience of critical infrastructure, and propose concrete follow-up actions within one year of the exercise concerned (AM 587, 1193 Renew).*
- (4 b) The Commission shall encourage Member States to conduct stress tests with close partners in order to assess the effectivity of cross-border movement, in particular at the extremities of the military mobility corridors in the Union (AM 1199 EPP).*
- (4 c). The Commission and Member States shall develop and routinely use advanced simulation and modelling tools, including multi-agent models, operational digital twins and scenario-based vignettes, to support EMERS planning, stress tests and Military Transport Readiness Checks. Results of digital simulations shall be used to inform infrastructure investments, operational procedures and contingency plans (AM 1198 S&D, AM 1201 EPP).*

#### *Article 44*

##### **Exercise of the delegation**

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in Articles 5 and 8 shall be conferred on the Commission for an indeterminate period of time from [DATE OF ENTRY INTO FORCE].
3. The delegation of power referred to in Articles 5 and 8 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union

or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.
5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.
6. A delegated act adopted pursuant to Articles 5 and 8 shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

#### *Article 45*

#### **Committee procedure**

1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.
2. The European External Action Service shall be invited to assist in the committee.
3. The European Defence Agency, the European Union Agency for Railways, the European Union Aviation Safety Agency, the European Maritime Safety Agency, the Network Manager (defined in point (49) of Article 2 of Regulation (EU) 2024/2803) and the European Network and Information Security Agency shall be invited to provide their views and expertise to the committee as observers.
4. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

## **Chapter VI**

### **Amendments to other Union acts**

#### *Article 46*

#### **Amendment to Regulation (EU) 2016/796**

Regulation (EU) 2016/796 is amended as follows:

1. In paragraph 3 of Article 1, the following point is added: '(d) preparedness of the Union rail system provided for in Regulation (EU) 202X/XXX'.
2. In Article 2, the last sentence is replaced by 'In pursuing those objectives, the Agency shall take full account of the process of enlargement of the Union and of the specific constraints relating to rail links with third countries and assist in ensuring the resilience and security responsiveness of the Union rail system.
3. In paragraph 1 of Article 19, the following point is added: '(m) The agency shall assist the Commission in establishing military mobility technical specifications for the

identification of vehicles suitable for use as part of a military transport pursuant to Article 37 of Regulation (EU) 202X/XXX’

4. In Article 20, the following subparagraph is added: ‘The Agency shall assign a European vehicle number (EVN) in accordance with Article 46(1) of Directive (EU) 2016/797’.
5. In paragraph 2 of Article 80, the following point is added: ‘(e) the registration of vehicles in the European vehicle register pursuant to Article 22 of Directive (EU) 2016/797’.

#### *Article 47*

#### **Amendments to Directive (EU) 2016/797**

Directive (EU) 2016/797 is amended as follows:

1. in Article 21, the following paragraph is added:

‘18. In cases where the area of use is limited to one or more networks within a Member State, Member States may agree with the Agency to delegate their power to authorise railway vehicles that can be used for military transports as defined in Article 37 of Regulation (EU) 202X/XXXX to the Agency. The details of such delegation shall be agreed in cooperation agreements pursuant to Article 76 of Regulation (EU) 2016/796, and the Agency shall share the delegations it has received from Member State via the one-stop-shop established under Article 12 of Regulation (EU) 2016/796.’;
2. in Article 22, paragraph 3 is replaced by the following:

‘3. When the area of use of the vehicle covers the territory of more than one Member State, it shall be registered either in one of the Member States concerned or by the Agency.’;
3. in Article 46, paragraph 1 is replaced by the following:

‘1. Upon registration in accordance with Article 22, each vehicle shall be assigned a European vehicle number (EVN) by the competent authority. Each vehicle shall be marked with an assigned EVN.’.

#### *Article 48*

#### **Amendments to Regulation (EU) 2024/2803**

Regulation (EU) 2024/2803 is amended as follows:

1. in Article 9(1), the following subparagraph is inserted after the first subparagraph:

‘By way of derogation [from the first subparagraph], air navigation service providers may, until 31 December 2030, avail themselves of the communication services of other service providers that are not certified or that did not declare their capability in accordance with Article 41 of Regulation (EU) 2018/1139, on the condition that those providers provided communication services in the Union prior to the entry into force of this Regulation.’;
2. in Article 11(6), the following subparagraphs are added:

‘By way of derogation from this paragraph, a provider of communication services that has been providing such services in the Union prior to the entry into force of this

Regulation may, until 31 December 2030, be selected to provide the same services in the Union even if it does not comply with the condition set out in point (a).

By way of derogation from this paragraph, a provider of communication services that has been providing such services in the Union prior to the entry into force of this Regulation may, until 31 December 2033, be selected to provide the same services in the Union even if it does not comply with the conditions set out in points (b) and (c).’.

#### *Article 49*

### **Amendments to Regulation (EU) 2018/1139**

Regulation (EU) 2018/1139 is amended as follows:

1. in Article 3, the following point is added:

‘(35) ‘regulatory sandbox’ means a temporary and controlled framework, established by a Member State or the Agency, to enable the design, development, testing, and demonstration of innovative, including dual-use, products and services, in a real-world environment, subject to predefined conditions and timelines, with the aim of fostering innovation and military mobility, and under the supervision of a competent authority.’;

2. in Article 71, paragraph 1 is replaced by the following:

‘1. Member States may grant exemptions to any natural or legal person subject to this Regulation from the requirements applicable to that person pursuant to Chapter III, other than the essential requirements laid down in that Chapter, or to the delegated or implementing acts adopted on basis of that Chapter, in the following circumstances:

- (a) in the event of urgent unforeseeable circumstances affecting those persons or urgent operational needs of those persons;
- (b) when those requirements prevent the certification, use or operation of *dual-use* innovative technologies, products, equipment, systems, components, operational concepts or business models.’ (*AM 1221 S&D*).

The exemptions referred to in the first subparagraph may be granted where all of the following conditions have been met:

- (a) it is not possible to adequately address those circumstances or needs in compliance with the applicable requirements;
- (b) safety, environmental protection and compliance with the applicable essential requirements are ensured, where necessary through the application of mitigation measures;
- (c) the Member State has mitigated any possible distortion of market conditions as a consequence of the granting of the exemption as far as possible; and
- (d) the exemption is limited in scope and duration to the extent strictly necessary and it is applied in a non-discriminatory manner.

In such a case, the Member State concerned shall immediately notify the Commission, the Agency and the other Member States, through the repository established under Article 74, of the exemption granted, its duration, the reason for granting it and, where applicable, the necessary mitigation measures applied.’;

3. in Article 74(1), second subparagraph, the following point is added:

‘(s) notifications of decisions by Member States or by the Agency regarding the establishment, the suspension, and the termination of regulatory sandboxes pursuant to Article 86a, and the corresponding joint report.’;

4. in Article 75(2) the following point is added:

‘ (k) cooperate with national military authorities, relevant Union and international bodies to enable dual-use air transport solutions as well as their safe integration into civil air traffic.’;

5. the following new Article 86a is inserted:

#### ‘Article 86a

##### Regulatory sandboxes

1. Regulatory sandboxes may be established by a Member State or the Agency, at their own initiative or upon request from an organisation, to contribute to the following objectives:

- (a) promoting innovation and competitiveness in the aviation sector;
- (b) enabling the timely and safe introduction of innovations into the Union aviation market;
- (c) improving legal certainty and facilitating compliance with this Regulation and with the delegated and implementing acts adopted on the basis thereof and, where relevant, other applicable Union and national law; supporting evidence-based regulatory learning and the development of performance-based requirements.

2. A regulatory sandbox may be established when the following criteria are met:

- (a) the technologies, products, equipment, systems, components, operational concepts or business models to be tested represent a genuine innovation and are expected to deliver consumer or wider societal benefits;
- (b) the innovation is sufficiently mature to be tested in a real-world controlled environment, and relevant legislative barriers or gaps have been identified;
- (c) safety and environmental protection are ensured, and compliance with applicable essential requirements is achieved, where necessary through the application of mitigation measures.

3. A regulatory sandbox shall be subject to clearly set out:

- (a) objectives;
- (b) scope and duration, which shall be limited to the extent strictly necessary to achieve the proposed objectives;
- (c) governance structure, including the roles and responsibilities of all participating authorities and entities, which shall:
  - (i) include the designation of a competent authority responsible for the supervisions and oversight of the sandbox;
  - (ii) ensure that all Member States and authorities affected by the objectives and scope of the sandbox are adequately involved in its establishment and implementation;

- (iii) ensure that the Agency is involved, particularly in the development of the safety case and of the expected regulatory learning;
- (d) monitoring and evaluation criteria;
- (e) eligibility criteria and admission procedures, which are transparent and non-discriminatory;
- (f) reporting obligations, which support an adequate follow-up of activities.

4. An organisation applying for participation in a sandbox shall demonstrate that the technologies, products, equipment, systems, components, operational concepts or business models to be tested fulfil the criteria in paragraph 2. To do that, the organisation shall:

- (a) specify the objectives of the innovative project or solution;
- (b) identify the concrete regulatory barriers or gaps to be addressed;
- (c) develop a safety case outlining the mitigation measures to be implemented to ensure an adequate level of safety and environmental protection and, as far as possible, compliance with the applicable essential requirements.

5. Upon receiving a request or application from an organisation, the Member State or the Agency shall assess whether the proposed mitigation measures are appropriate and sufficient to ensure an adequate level of safety and propose any additional measures it considers necessary. It shall also specify the expected regulatory learning from the sandbox.

6. A Member State or the Agency establishing a regulatory sandbox shall immediately notify the other Member States and the Agency of the creation of the sandbox. The notification shall include all the elements referred to in paragraph 3.

7. The establishment of a regulatory sandbox shall not affect the oversight or corrective powers of the competent authorities supervising the sandbox. National competent authorities and the Agency shall have the power to suspend or terminate the testing process or the participation in the sandbox if no effective mitigation is possible. They shall inform the Agency and the Member States of such decisions through the repository established under Article 74.

8. Upon conclusion of the regulatory sandbox, a joint report shall be prepared by the organisation and the relevant Member State or the Agency. The report shall detail the activities carried out, the results achieved and the regulatory learning outcomes. Organisations may use that report to support a demonstration of compliance with this Regulation and the delegated and implementing acts adopted on the basis thereof. The Agency shall include that report in the repository established under Article 74.

9. Member States and the Agency shall coordinate their regulatory sandbox activities and exchange best practices.

10. Organisations participating in a regulatory sandbox shall remain liable under applicable Union and national law for any damage inflicted on third parties as a result of the experimentation taking place in the sandbox. However, provided that the organisation complies with the sandbox plan, its terms and conditions, and follows the guidance provided by the Member State or the Agency in good faith, no administrative fines shall be imposed, and no action shall be taken against existing certificates for

infringements of this Regulation and the delegated and implementing acts adopted on the basis thereof.

11. To support the implementation of this Article, the Agency shall, in accordance with Article 115, adopt guidance on the establishment and operation of regulatory sandboxes. The guidance shall include, at a minimum, common principles and procedures on the following issues:

- (a) the eligibility and selection criteria for participation in regulatory sandboxes;
- (b) the application, participation, monitoring, exiting from, and termination of regulatory sandboxes, including the sandbox plan and the joint report;
- (c) the terms and conditions applicable to the participants.’;

6. in Article 126(1), first subparagraph, the following point is added:

‘(d) the establishment, operation, and oversight of regulatory sandboxes referred to in Article 86a.’.

## **Chapter VII**

### **Final provisions**

#### *Article 50*

#### **Confidentiality and security rules on the protection of the information received**

1. Information received as a result of the application of this Regulation shall be used only for the purpose for which it was requested.
2. Member States and the Commission shall ensure the appropriate protection of trade and business secrets and other sensitive and confidential information acquired and generated in application of this Regulation in accordance with Union and national law.
3. The Commission shall not share any information that it has received under this Regulation in a way that can lead to the identification of an individual economic operator where the sharing of the information would result in potential commercial or reputational damage to that economic operator or in the divulgence of trade secrets.
4. Member States and the Commission shall ensure that classified information provided or exchanged under this Regulation is not downgraded or declassified without the prior written consent of the originator of that information.

#### *Article 51*

#### **Personal data protection**

1. This Regulation shall be without prejudice to the obligations of Member States relating to their processing of personal data, in particular under Regulation (EU) 2016/679 and Directive 2002/58/EC, or the obligations of the Commission and, where appropriate, other Union institutions, bodies, offices and agencies relating to their processing of personal data, in particular under Regulation (EU) 2018/1725, when fulfilling their responsibilities.
2. The Member States, the Commission and, where appropriate, other Union institutions, bodies, offices and agencies may process personal data where necessary to comply

with obligations in this Regulation or where necessary for the exercise of official authority or for tasks in the public interest entrusted to them in this Regulation.

#### *Article 52*

#### **Evaluation**

The Commission shall evaluate and present to the European Parliament and the Council a report on the application of this Regulation by [*1 year* from the date of entry into force of this Regulation] ***to be followed by annual regular reports or, if the situation so requires, periodic ad hoc reports.*** The evaluation report shall build on consultations of the Member States and key stakeholders (*AM 107 Rapporteurs, 1225 Greens*) ***covering at least the following elements:***

- (a) the implementation of the traffic arrangements concerning the military transport authorisation procedures provided for in Article 8;***
- (b) where EMERS has been activated since the submission of the last report, in accordance with the procedure set out in Article 19, the conditions that led to such activation and any potential extension thereof;***
- (c) the enhanced protection measures taken by Member States concerning strategic dual-use infrastructure in accordance with Article 24, during the period of EMERS activation;***
- (d) the implementation of paragraphs 3 and 4 of Article 32 of this Regulation;***
- (e) the establishment, management of stocks, and use of the solidarity pool provided for in Article 35;***
- (f) the results of the military transport readiness check carried out by the Member States in accordance with Article 42 since the last report;***
- (g) the results of the stress tests carried out pursuant to Article 43 since the last report;***
- (h) difficulties encountered in the evaluation or implementation of the above-mentioned elements.***

***The annual evaluation report shall be accompanied by recommendations on measures that can be taken to improve the implementation of this Regulation.***

#### *Article 53*

#### **Entry into force**

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

## Recitals (53-67)

- (53) Without prejudice to the National Point of Contact network established under the Permanent Structured Cooperation in Defence (PESCO) project Military Mobility, a National Coordinator for Cross-Border Military Transport should be designated by each Member State, in order to ensure the effective coordination, communication and execution of cross-border military transport operations, especially when EMERS is activated.
- (54) The National Coordinator for Cross-Border Military Transport should be reachable at all times to facilitate the timely exchange of information and requests related to military transport operations, including the receipt and transmission of military transport permission requests and notifications. In order to achieve the objectives of this Regulation, the National Coordinator should also have the necessary expertise and resources to provide advice and support on customs formalities, receive and reply to requests for priority access submitted during a period of activation of EMERS and facilitate the necessary procedures, and have the ability to coordinate with all relevant **public and private actors at national, regional, and local levels who are** involved in military transport operations, **including permitting authorities for abnormal transport** (AM 337 S&D, AM 338 EPP, AM 339 ECR, AM 340 Renew).
- (55) In order to assist the Commission in the implementation of this Regulation and facilitate cooperation and exchange of information among Member States a Military Mobility Transport Group should be established, **building on the work that has so far been carried out by Union agencies and actors across the Union and in the Member States**. Such Military Mobility Transport Group is essential to, among other tasks, facilitate cooperation on the granting of military transport permissions and traffic arrangements – particularly among Member States situated along the same military mobility corridors, fostering coordination and cooperation among Member States, including for the implementation of the relevant customs formalities, facilitating the identification and pre-positioning of key transport capabilities for the Solidarity Pool, addressing energy security challenges for military transport operations and in identifying areas where joint procurement of capabilities for military transport can be undertaken. The Military Mobility Transport Group should be allowed to invite, where relevant and with due respect to the security and defence interests of the Union and its Member States, **a representative of NATO and representatives of the parties to the North Atlantic Treaty which are not Member States, Ukraine, the Republic of Moldova close partners and European Economic Area countries as well as, where relevant, representatives from the transport and logistics industry** to attend meetings as observers. Where relevant, the Military Mobility Transport Group should also be allowed to organise joint meetings with the Defence Security of Supply Board set up under Article 57 of Regulation [EDIP proposal], to address issues linked to availability of military assets and capabilities. **When carrying out its tasks, the Military Mobility Transport Group should avoid creating unnecessary new layers of administrative burden** (AM 25 Rapporteurs, AM 344, 346 ECR, AM 345 EPP).
- (55 a) **Cooperation between Member States in the field of military mobility, including in regional formats as well as within the framework of Priority Capability Areas, contributes to improved coordination, interoperability and the effective development**

*of capabilities. Such cooperation should be encouraged and taken into account in the implementation of this Regulation (AM 348 EPP).*

- (55 b) Accurate, secure, interoperable and up-to-date geospatial information, including digital mapping, modelling and geographic information systems, plays a key role in supporting both civilian and military transport infrastructure and is essential for route planning, cross-border coordination and the timely deployment of personnel and equipment. The use of geospatial data can facilitate traffic arrangements, enable the identification of suitable transport corridors and improve coordination between relevant authorities, while limiting disruption to civilian traffic. Where appropriate, such data and capabilities should be made available to the Military Mobility Transport Group, Member State authorities and other relevant stakeholders for the purposes of implementing this Regulation, including stress testing and contingency planning (AM 350 EPP).*
- (55 c) Recognising that digital systems are essential to the functioning of cross-border military transport, the Regulation should ensure a high level of cybersecurity and resilience measures, aligned with Union cyber resilience policies and NATO standards, to ensure continuity of operations and protection of sensitive data (AM 351 EPP).*
- (55 d) The preparedness of transport infrastructure for military mobility relies not only on physical adaptations, such as the removal of bottlenecks and the establishment of corridors, but also on the availability of high-quality, accessible and interoperable digital data supporting the planning and execution of cross-border movements. Directive (EU) 2023/2661 on the provision of EU-wide road traffic information services highlights the importance of both static and real-time data, including information on infrastructure characteristics such as maximum authorised weights and dimensions, speed limits and other operational constraints. Ensuring that such data is made available in a machine-readable format can significantly enhance coordination, predictability and interoperability of military transport across the Union (AM 349 EPP).*
- (56) To facilitate the effectiveness of military transport operations in the Union, Member States should conduct an annual Military Transport Readiness Check, **where relevant together with NATO**, enabling each Member State to assess its preparedness to perform or contribute to military transport operations, as well as to implement EMERS. Such checks should, among others, help ensure that Member States are adequately prepared to welcome cross-border military transport operations on their territory and that they have taken the necessary measures to facilitate the granting of military transport permissions and to ensure a whole-of-government approach (AM 26 Rapporteurs).
- (57) The European Council's 2024 Military Mobility Pledge highlighted the need for regular exercises to test cross-border military movements. The Commission's ability to perform stress tests is also essential to evaluate the effectiveness of this Regulation in this regard. Therefore, the Commission should be allowed to conduct stress tests, in collaboration with Member States and relevant Union bodies, **notably the European Union Aviation Safety Agency, the European Union Agency for Railways, the European Maritime Safety Agency and the European Union Agency for Cybersecurity**, to improve the preparedness of Member States and Union-level actors to implement this Regulation. Such tests should focus on aspects such as preparing for the activation of EMERS,

assessing the effectiveness of the whole-of-government approach in implementing this Regulation's objectives, and assessing the implementation of this Regulation's objectives in specific geographical areas, such as specific military mobility corridors, or sectors, including customs. ***The tests should also address the Member States' capacity of ensuring optimal coordination with NATO and also be aligned with the Union's Integrated Resolve exercise series (AM 27 Rapporteurs, AM 353 Renew, AM 355 ECR, AM S&D 354,1180).***

- (58) In order to achieve the objective of this Regulation to establish uniform Union rules for military transport, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission for updating the list of types of military transport operations covered by standing military transport permissions laid down in Annex I, and for updating the template for requests and notifications of military transport permissions laid down in Annex II, in order to ensure that it remains up to date. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making<sup>(19)</sup>. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.
- (59) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission to establish a secure and restricted Military Mobility Digital Information System, ***ensuring a high level of cybersecurity and protection of sensitive information***, identify basic protection and resilience measures and enhanced protection measures for strategic dual-use infrastructure, establish a Solidarity Pool optimising and facilitating the execution of military transport operations, identify categories of railway vehicles most suitable for use as part of a military transport, establish technical specifications on which such identification may be based, and whether and under what conditions railway undertakings, vehicle keepers and manufacturers should identify such vehicles. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council (*AM 359 ECR*)
- (60) Large numbers of rail vehicles might be considered for dual-use and necessary to fulfil the military transport purposes of the railways. The European Union Agency for Railways ('ERA') should be allowed to assist the Commission in establishing criteria for the identification of suitable vehicles. Moreover, in order to bring rail vehicles involved in military transport rapidly and effectively into operation, processes should be streamlined and Member States should be allowed to delegate the authorisation of vehicles that can be used for military transports to ERA. After having granted vehicle authorisations, ERA should be given powers similar to Member States to update information in the European vehicle register ('EVR') with immediate effect. Regulation (EU) 2016/796 of the European Parliament and of the Council<sup>(21)</sup> and Directive (EU) 2016/797 should be amended accordingly. Finally, more generally

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<sup>(19)</sup> OJ L 123, 12.5.2016, p. 1, ELI: [http://data.europa.eu/eli/agree\\_interinstit/2016/512/oj](http://data.europa.eu/eli/agree_interinstit/2016/512/oj).

<sup>(21)</sup> Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004 (OJ L 138, 26.5.2016, p. 1, ELI: <http://data.europa.eu/eli/reg/2016/796/oj>).

Regulation (EU) 2016/796 of the European Parliament and the Council should be amended to reflect the European Union Agency for Railways' role in supporting military mobility by enhancing preparedness, resilience and security of the railway system. ***ERA should coordinate to ensure continuity of operations in the event of cyberattacks or other system failures. This includes the implementation of decentralised control and backup systems for rail infrastructure, as well as coordination with Member States to guarantee rapid recovery and maintain operational readiness (AM 361 Renew)***

- (61) A robust, continuously available ***and uninterrupted*** communication services between air and ground assets is crucial for optimising airspace utilization. ***This also includes recognising air navigation service providers as a strategic dual-use infrastructure (SDI)***. Regulation (EU) 2024/2803 of the European Parliament and of the Council<sup>23</sup>, which entered into force on 1 December 2024, aims to bolster the resilience of critical air traffic infrastructure. It mandates that providers of Communication, Navigation, and Surveillance systems, Aeronautical Information Services, Automatic Dependent Surveillance, Meteorological services, and air traffic control services for aerodrome and approach control are to meet stringent certification and ownership requirements. Those requirements, including the necessity for providers to be more than 50% owned and effectively controlled by Member States or their nationals, are designed to ensure the integrity and security of air traffic services, ***as well as strategic autonomy***. However, to prevent disruptions to air traffic services, it is essential to amend Regulation (EU) 2024/2803 by postponing the application of its relevant provisions to providers of communication services to maintain their operational readiness (*AM 364 Greens, AM 365 Renew*),
- (62) The current cooperation model between the European Aviation Safety Agency ('EASA') and national armed forces has proven effective in certifying dual-use aircraft. However, the certification of large drones poses a significant challenge, with national armed forces certifying them in an uncoordinated manner, creating a risk of fragmentation and non-alignment with future civilian regulations. The integration of those drones into General Air Traffic – as defined in Article 2(4) of Regulation (EU) 2024/2803 – is considered a necessity by the armed forces. In order to enable the dual-use of such drones for transport purposes, it is essential to align the military requirements with future civilian requirements. The current Union regulatory framework does not provide adequate flexibility to permit the certification of innovative technologies and products, such as certain categories of drones. It is necessary to amend Article 71 of Regulation (EU) 2018/1139 of the European Parliament and of the Council<sup>(23)</sup> to allow for exemptions from applicable requirements when such requirements prevent the certification of innovative technologies and products, while ensuring the highest level of safety and security, and to establish a coordinated approach between EASA and national armed forces to define requirements for the certification of large drones.
- (63) To enhance military transport, the Union should promote innovative, dual-use air transport solutions, including unmanned aerial vehicles, autonomous systems,

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<sup>(23)</sup> 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, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1, ELI: <http://data.europa.eu/eli/reg/2018/1139/oj>).

advanced urban air mobility concepts and cyber-secure air traffic management systems. Establishing regulatory testing environments ('regulatory sandboxes') is necessary to facilitate a more rapid and autonomous development in the Union of such technologies in cooperation between civil and military authorities. By providing controlled conditions for experimentation, those testing environments should contribute to accelerating the deployment of new capabilities, improving logistics and supply-chain management, and strengthening the readiness and effectiveness of military transport. Furthermore, they should support the harmonisation of civilian and military regulatory frameworks, enabling the seamless integration of dual-use air transport assets into both commercial and military transport operations, while reducing administrative burdens associated with mode switching. In that way, regulatory sandboxes should help to bridge existing regulatory gaps, foster interoperability, and contribute to a more resilient, efficient and responsive system of military transport within the Union. Regulation (EU) 2018/1139 should therefore be amended accordingly, without prejudice to the relevant Union requirements and formalities in areas such as health, safety, environment and competition, as well as to customs formalities and procedures which cannot be lifted for the purposes of the regulatory sandboxes.

- (64) Member States and the Commission should take all necessary measures to ensure the protection of confidential information in compliance with, in particular, Commission Decision (EU, Euratom) 2015/443<sup>25</sup>, Commission Decision (EU, Euratom) 2015/444<sup>26</sup> and the Agreement between the Member States of the European Union, meeting within the Council, regarding the protection of classified information exchanged in the interests of the European Union<sup>27</sup>. Those measures should include, in particular, the obligation not to downgrade or declassify classified information without the prior written consent of the originator. Any non-classified sensitive information or information which is provided on a confidential basis should be handled as such by the authorities. ***The Union and its Member States should take all necessary measures to facilitate the information exchange with NATO on military transports and to achieve synergies in this regard in order to enhance defence efforts significantly (AM 28 Rapporteurs).***
- (65) Any processing of personal data pursuant to this Regulation should comply with the applicable rules on the protection of personal data. Processing of personal data by Member States should be carried out, in particular, in accordance with Regulation (EU) 2016/679 of the European Parliament and of the Council<sup>(27)</sup> and Directive 2002/58/EC of the European Parliament and of the Council<sup>(28)</sup>. Processing of personal data by the Commission should, in particular, be carried out in accordance with Regulation (EU) 2018/1725 of the European Parliament and of the Council<sup>(29)</sup>.

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<sup>(27)</sup> Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1, ELI: <http://data.europa.eu/eli/reg/2016/679/oj>).

<sup>(28)</sup> Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (Directive on privacy and electronic communications), OJ L 201, 31.7.2002, p. 37, ELI: <http://data.europa.eu/eli/dir/2002/58/oj>).

<sup>(29)</sup> Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39, ELI: <http://data.europa.eu/eli/reg/2018/1725/oj>).

- (66) Since the objectives of this Regulation, namely to facilitate military transport in the Union and across its external borders, while minimising and mitigating the impact of such transport on civilian transport, cannot be sufficiently achieved by the Member States, as the current fragmentation, inefficiencies, and incoherent implementation of national policies prevent effective resolution at the Member State level, but can rather be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.
- (67) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on [DD/MM/YYYY].

## COMPROMISE 5 (ART. 18-31 AND RECITALS 22-38)

### CHAPTER II

#### SECTION 2

#### EUROPEAN MILITARY MOBILITY ENHANCED RESPONSE SYSTEM (EMERS)

##### *Article 18*

##### EMERS

1. A European Military Mobility Enhanced Response System ('EMERS') is established. Upon activation in accordance with the procedures and conditions set out in Article 19, EMERS shall allow for the implementation of the temporary measures provided for in this Section.
2. During the period of activation of EMERS, the temporary measures under this Section shall apply to the entire territory of the Union.

##### *Article 19*

##### Activation of EMERS

1. EMERS may be activated in accordance with the procedure set out in paragraph 2 where there is an ~~existing or an expected need for emergency or crisis situation, or in the lead-up to such a situation, requiring~~ significantly higher volumes, frequency or speed of military transport in the Union or any part thereof, and the existing rules on military transport and the capacity of the transport network do not allow or are not sufficient for that need to be met. *When assessing if the conditions set out in paragraph 1 of this Article are met pursuant to paragraph 2, the Commission shall, in particular, take into account whether an emergency or crisis affecting the security and defence interests of the Union and its Member States has been identified, for instance whether that crisis has triggered the activation of the mutual assistance clause pursuant to Article 42(7) TEU. (AM 54 Co-Rapporteurs, AM 607 RE, AM 609 S&D)*
2. Where the Commission considers that the conditions set out in paragraph 1 are met, ~~or upon~~ *it shall submit to the Council a proposal for an implementing act to activate EMERS. Where the Commission receives a reasoned request of at least one Member State, the Commission shall submit to the Council a proposal for an implementing act to activate EMERS as soon as possible within 48 hours of receipt of the activation request. The proposal shall include a reasoned assessment of the conditions pursuant to paragraph 1. The European Parliament shall be informed about the proposal by the Commission, subject to confidentiality arrangements if necessary. (AM 55 Co-Rapporteurs, AM 618 EPP, AM 615 S&D, AM 616 Greens, AM 618 ECR, AM 629 S&D).*

~~Prior to requesting activation of EMERS and where it is possible in view of the urgency,~~ *In view of preparing the proposal for an implementing act to activate EMERS the Commission shall, if appropriate, consider relevant NATO*

*mechanisms, requirements and assessments.* The Commission shall consult the Military Mobility Transport Group. (AM 56 Co-Rapporteurs, AM 604, 619 ECR)

~~Prior to requesting activation or in parallel the Commission shall conduct an assessment of the impact of the activation of EMERS on the functioning of the internal market and of the possible need for mitigating measures.~~ (AM 57 Co-Rapporteurs)

2 a. *Where the Commission submits to the Council a proposal for an implementing act to activate EMERS, the European Parliament shall organise a debate on the matter during the plenary session following the submission of such proposal.* (AM 629 S&D).

3. The Council, acting on the proposal of the Commission referred to in paragraph 2, may adopt the implementing act to activate the EMERS *as soon as possible and* no later than 48 hours after receiving the ~~activation request~~ *proposal for an implementing act.* The implementing act of the Council shall specify the duration of the application of EMERS, *which shall be limited to what is necessary and proportionate, and* which shall not exceed 12 months. (AM 58 Co-Rapporteurs, AM 622, 631 S&D, AM 630 Greens, AM 632, 633 RE)

The Council shall specify in the implementing act activating EMERS which ~~effects of the~~ provisions of this Section are to be extended by Member States that are parties to the North Atlantic Treaty to military transports by parties to the North Atlantic Treaty that are not Member States, without prejudice to relevant customs formalities. *Where the Council decides on the extension of certain provisions under EMERS to parties to the North Atlantic Treaty that are not Member States, it shall invite those countries to its meetings, in order to ensure effective coordination with them. EFTA states that are party to the Agreement on the European Economic Area shall be invited to participate in the Council's deliberations, be able to express themselves and make suggestions on questions relating to an act activating EMERS.* Member States that are not parties to the North Atlantic Treaty may decide to apply the same extension of the rules of EMERS to parties to the North Atlantic Treaty that are not Member States. When deciding to extend certain EMERS provisions to parties to the North Atlantic Treaty that are not Member States, the Council shall *by consulting NATO, if deemed appropriate, as a matter of priority,* take into account ~~notably operations, missions and exercises~~ *military transport needs* that are commonly agreed within NATO and that relate to the causes of EMERS and shall respect security and defence interests of the Union and its Member States. (AM 59 Co-Rapporteurs, AM 604 ECR)

4. During the application of EMERS, the Commission shall, upon request from a Member State or on its own initiative, convene extraordinary meetings of the Military Mobility Transport Group where necessary. Member States *and the Commission* shall work closely *together, by informing each other in a timely manner.* *Member States shall coordinate* with the Commission, ~~by informing it in a timely manner about and coordinating with it~~ any national measures taken with regard to the activation of EMERS. (AM 60 Co-Rapporteurs)

5. Upon reasoned request of at least one Member State, or on its own initiative, *and, in any case, every six months after the decision to activate EMERS,* the Commission shall *make an assessment of the impact of the activation of EMERS on the functioning of the internal market and social rights, and shall* assess whether

the conditions pursuant to paragraph 1 continue to be met and submit to the Council a new proposal *for an implementing act*, where appropriate. Based on the Commission's assessment, *and where appropriate on the position of the European Parliament*, the Council may decide to extend EMERS or to terminate it before the end of the deadline set out in the Council implementing act referred to in paragraph 3, in accordance with the procedure set out in paragraph 2. Each implementing act extending the application of EMERS shall remain in force for a period not exceeding ~~12~~ 3 months. If further extension is needed after that date, the same procedure provided for in this Article shall apply *for every additional extension by 3 months*. (AM 622, 639, 641, 644 S&D, AM 640 Greens, AM 61 Co-Rapporteurs)

#### *Article 20*

##### **Notification of military transport during the period of activation of EMERS**

1. By way of derogation from Article 5 and 6, during the period of activation of EMERS, requests for military transport permissions shall be deemed accepted by the receiving Member States. This shall be without prejudice to the specific character of the security and defence policies of certain Member States.
2. The requesting Member State shall notify the receiving Member States of its intended military transport as early as possible, and at the latest six hours before the scheduled time of arrival at the border crossing point of the receiving Member State. The notification shall include all relevant details, including the scope, intended route, and timeline of the transport, and, where applicable, the request for Host-Nation-Support or other traffic arrangements.
3. Where the receiving Member State requires traffic arrangements in accordance with Articles 5(9) and 6(3), it shall determine these without undue delay, in order to make sure that the transport operation can take place as scheduled.

#### *Article 21*

##### **Priority access during the period of activation of EMERS**

1. During the period of activation of EMERS, Member States, as well as infrastructure owners, operators and managers or, as the case may be, related services or facilities providers, shall grant military transports, including abnormal military transports or transports of dangerous goods, priority access to transport networks and infrastructure, including road networks, *safe and secure* roadside parking and rest areas, rail networks, stations, and service facilities, maritime and inland waterways infrastructure, including internal waters and territorial seas as defined in the United Nations Convention on the Law of the Sea (UNCLOS), sea lanes, fairways, dredged channels, port approaches, straits used for international navigation, and areas under maritime traffic management or pilotage, locks, ports and port terminals, sea canals, aerodromes, airspace, multimodal freight terminals, refuelling/recharging infrastructure for all modes of transport, and related services and facilities (AM 652 S&D).
2. In order to ensure priority access for a military transport operation, the armed forces performing or contracting the military transport shall submit a request for priority

access to the National Coordinator for Cross-Border Military Transport of the receiving Member State, appointed in accordance with Article 40.

3. The request referred to in paragraph 2 shall be submitted as soon as possible and shall include the information necessary to appropriately prepare the priority access of the military transport. It shall in particular specify the expected arrival time and duration of the priority access and the **types and** number of vehicles, a description of the cargo, their respective dimensions and weights. It shall also specify whether the military transport includes dangerous goods and their nature, **as well as any information necessary to assess the potential impact on civilian transport operations and infrastructure capacity**. It may include an application for the traffic arrangements referred to in Article 20(2). (*AM 62 Co-Rapporteurs, AM 654 EPP, AM 655 S&D*)
4. The National Coordinator for Cross-Border Military Transport of the receiving Member State shall promptly inform the affected infrastructure owners, operators and managers or, as the case may be, related services or facilities providers, **including operators of multimodal freight terminals and logistic hubs**, of the request for priority access, that they are likely to be concerned by the military transport operation so that they can grant priority in accordance with paragraph 6. (*AM 656 EPP*)
5. With the assistance of the National Coordinator for Cross-Border Military Transport, the armed forces performing or contracting the military transport shall request:
  - (a) the individual train paths from the competent infrastructure managers;
  - (aa) **prioritisation on road infrastructure, parking and rest areas and, where necessary, urban intersections** (*AM 658 EPP*);
  - (b) the berth allocation and port services from the competent port authorities;
  - (c) the required airspace and access to aerodrome services from the competent airport managers and coordinators, ~~from the European Network Manager and~~ from the air navigation service provider, **in coordination with the European Network Manager, if necessary** ~~as the case may be~~ (*AM 659 Renew, AM 660 EPP*).
6. The priority access shall be granted as early as possible following the requests referred to in paragraphs 2 and 5 and the armed forces performing or contracting the military transport shall be immediately informed thereof, in accordance with the provisions of this paragraph. To the extent necessary, and with due regard to safety measures, ongoing or planned transport services and operations shall be interrupted, postponed or cancelled to allow for priority access of the military transport, **while minimising disruptions to civilian passenger and freight transport services and logistics operations and ensuring operational continuity of critical supply chains** (*AM 665 EPP*).

As regards military transport by road, the road infrastructure owners, operators and managers concerned shall inform the armed forces performing or contracting the military transport that they have taken the necessary measures ensuring priority access at the tolling sections, roadside parking and rest areas, bridges, ~~and~~ tunnels **and multimodal hubs** on their road networks. The National Coordinator for Cross-Border Military Transport may recommend the route and the road infrastructure ensuring best priority access to the requesting armed forces. (*AM 667 EPP, AM 668 ECR*)

As regards military transport by rail, by way of derogation from Article 7(1), the infrastructure manager shall grant individual train paths within six hours.

**Infrastructure managers shall also grant access to multimodal hubs involving rail.** However, in the case of transport of dangerous goods or abnormal military transport, the rail infrastructure manager shall grant the individual train paths as soon as possible. (AM 672 EPP, AM 673 ECR)

As regards **military transport through** ports, the competent port authorities shall inform the armed forces performing or contracting the military transport of the berth allocated and port services offered, **including facilitating access to other modes of transport.** (AM 63 Co-Rapporteurs, AM 675, ECR, AM 674, 676, EPP)

As regards military transport by inland waterways, where necessary, the National Coordinator for Cross-Border Military Transport shall inform the armed forces performing or contracting the military transport of the route and inland waterway infrastructure ensuring best priority access, **including for other modes of transport to inland waterway ports and multimodal hubs.** (AM 677 ECR, AM 678 EPP)

As regards military transport by air, the competent airport managers and coordinators, ~~the European Network Manager~~ and the air navigation service provider, **as applicable, in coordination with the European Network Manager, if needed,** shall inform the armed forces performing, contracting or ordering the military transport of available airspace and access to aerodrome services offered at the airports concerned, **including for other modes of transport.** (AM 679 EPP, AM 680 ECR, AM 682 RE)

7. When priority access is granted to military transport under paragraph 1, ~~no compensation~~ **Member States shall be due to other compensate the affected transport users—infrastructure owners, operators and managers for demonstrable and duly justified expenses incurred, damages suffered and missed revenues directly caused by the granting of priority access.** Member States and infrastructure owners, operators and managers or, as the case may be, related services or facilities providers shall make all reasonable efforts to limit the impact of such priority access by, for example, offering alternative routes, slots, transport services or facilities as appropriate and depending on availabilities and inform the transport users as soon as possible. (AM 64 Co-Rapporteurs, AM 687 EPP, AM 688, 693 S&D, AM 689 ECR, AM 686 1<sup>st</sup> part Greens)
8. Where emergency measures have a significant impact on cross-border traffic, Member States, infrastructure owners, operators and managers or, as the case may be, related services or facilities providers, shall coordinate in order to limit impacts on traffic flow as much as possible.
- 8a. **By way of derogation from Article 17 and 18(1)a of Regulation (EU) No 2021/782 of the European Parliament and the Council<sup>1a</sup>, railway undertakings shall not be held liable, and no compensation or reimbursement shall be payable by railway undertakings to passengers in the event of a delay, a missed connection or a cancellation directly and exclusively caused by the granting of priority access or other emergency measures pursuant to this Article during the period of activation of EMERS, provided that the railway undertaking could not reasonably have avoided the delay, the missed connection or the cancellation. This paragraph shall be without prejudice to the obligations of railway undertakings under Articles 8, 18 and 20 of Regulation (EU) No 2021/782 concerning passenger information, re-routing and assistance, respectively.** (AM 65 Co-Rapporteurs, AM 697 S&D, 698, AM 699 RE, AM 686 last part Greens)

- 8b.** *Notwithstanding any other provision of Union or national law, and irrespective of any contractual terms or general conditions of carriage, no entitlement to compensation shall arise for customers of rail freight transport services in relation to delays, interruptions or cancellations of such services that result directly from measures taken under the activation of EMERS. Railway undertakings and infrastructure managers shall not be held liable for any such disruptions. Railway undertakings and infrastructure managers shall make reasonable efforts to mitigate the impact of such disruptions, including by offering alternative transport options or rerouting where feasible, and shall inform affected customers as soon as possible. (AM 66 Co-Rapporteurs, AM 701 S&D, AM 702, 703 RE, AM 704 ECR)*

#### *Article 22*

### **Military transport of dangerous goods during the period of activation of EMERS**

1. During the period of activation of EMERS, where the requirements laid down in international agreements or national rules referred to in Article 10(1) are applicable to the military transport of dangerous goods under this Regulation, Member States may exempt such transport from those requirements or national rules, insofar as those requirements do not mandatorily apply in accordance with those agreements. When a Member State grants such an exemption, it shall not impose new requirements under national law.
2. Member States concerned by the military transport shall coordinate any exemptions granted in accordance with this Article and promptly inform other Member States thereof through the Military Mobility Transport Group.

#### *Article 23*

### **Abnormal military transport by road during the period of activation of EMERS**

During the period of activation of EMERS, military transport by road carried out by vehicles or vehicle combinations which exceed the maximum weights or dimensions set out in Annex I to Directive 96/53/EC shall be permitted irrespective of whether the load is indivisible or not, without prejudice to any necessary traffic arrangements.

#### *Article 24*

### **Enhanced protection of strategic dual-use infrastructure during the period of activation of EMERS**

During the period of activation of EMERS, Member States shall *be responsible to* activate enhanced protection measures *referred to in article 34* in relation to the strategic dual-use infrastructure located on their territories, identified in accordance with Article 33, to protect them, to make them resilient against all hazards, threats *and cyber risks* and to ensure their *maintenance and* effective operation at all times (*AM 713 Greens, AM 714 EPP, AM 715 S&D*).

#### *Article 25*

### **Enhanced access to transport and logistic capabilities during the period of activation of EMERS**

1. During the period of activation of EMERS, and **if once** the Solidarity Pool referred to in Article 35 is operational, the Commission, taking into account the advice of the Military Mobility Transport Group, may identify specific capabilities registered in the Solidarity Pool that are urgently needed to support certain Member States. In such cases, requests for those capabilities from the affected Member States and Member States that support military transport operations for the affected Member States shall be given priority consideration. (719 S&D)

The sharing and coordination efforts under the Solidarity Pool referred to in Article 35 shall focus on supporting those priority requests, ensuring that the required capabilities are made available in a timely and efficient manner.

Where Member States' capabilities have been acquired, contracted or purchased, after the entry into force of this Regulation, with the financing support of any Union funding and could support priority requests in accordance with the first subparagraph of this paragraph, the Member States shall not invoke the exceptional situation requiring the use of their capabilities, referred to in Article 35(10) and (11).

2. The Commission may assist the Member States in contracting any relevant transport and logistic capabilities.
3. The Commission may contract any relevant transport and logistic capabilities, following the advice of the Military Mobility Transport Group.

#### *Article 26*

### **Exemption of military transport operations by road from cabotage rules during the period of activation of EMERS**

During the period of activation of EMERS, military transport carried out by civilian operators shall be exempted from the restrictions on cabotage operations laid down in Article 8 of Regulation (EC) No 1072/2009, and from restrictions on the duration and frequency of cabotage operations carried out in the context of road passenger transport services.

#### *Article 27*

### **Derogations from rules on driving time and rest periods for military transport operations during the period of activation of EMERS**

1. During the period of activation of EMERS, the following derogations from driving times, breaks and rest periods laid down in Regulation (EC) No 561/2006 of the European Parliament and of the Council shall apply to military transport operations carried out by civilian operators, ***which must be directly related to the specific military operation, mission or exercise that justifies them*** (AM 733 Greens, AM 734 S&D):
  - (a) by way of derogation from Article 6(1) of Regulation (EC) No 561/2006, the daily driving time of 9 hours shall be extended to 11 hours twice during the week;
  - (b) by way of derogation from Article 6(2) of Regulation (EC) No 561/2006, the weekly driving time of 56 hours shall be extended to 60 hours;
  - (c) by way of derogation from Article 6(3) of Regulation (EC) No 561/2006, the total accumulated driving time during any two consecutive weeks shall be extended from 90 hours to 96 hours;

- (d) by way of derogation from Article 7, first paragraph, of Regulation (EC) No 561/2006, the driving period of four and a half hours after which the driver is required to take an uninterrupted break of not less than 45 minutes shall be increased up to five and a half hours. The break may be replaced by three breaks of 15 minutes each distributed in such a way as to comply with the provision of Article 7, first paragraph, of that Regulation;
- (e) by way of derogation from Article 8(2), second subparagraph, of Regulation (EC) No 561/2006, the daily rest period of 9 hours shall be regarded as a reduced daily rest period;
- (f) by way of derogation from Article 8(6), first subparagraph, of Regulation (EC) No 561/2006, in any two consecutive weeks a driver may take two reduced weekly rest periods of at least of 24 hours. When use is made of this derogation, the start of the weekly rest period referred to in Article 8(6), second subparagraph, of that Regulation may be postponed beyond the end of six 24-hour periods from the end of the previous weekly rest period, without however exceeding 12 periods of 24 hours;
- (g) by way of derogation from Article 8(6b) of Regulation (EC) No 561/2006, any reduction in the weekly rest period shall be compensated by an equivalent period of rest taken before the end of the ~~twelfth~~ **eighth** week following the week in question, either *en bloc* or as two rest periods, one of them being of at least 45 hours;
- (h) by way of derogation from Article 8(8) of Regulation (EC) No 561/2006, the regular weekly rest periods and any weekly rest period of more than 45 hours taken in compensation for previous reduced weekly rest periods may be taken in a vehicle, provided that the vehicle is safely parked and has adequate conditions for the rest;
- (i) by way of derogation from Article 9(1) of Regulation (EC) No 561/2006, the permitted period of interruption where a driver accompanies a vehicle which is transported by ferry or train and takes a regular daily rest period or a reduced weekly rest period in a sleeper cabin, bunk or couchette shall be increased from one to two hours.

**1 a. When activating EMERS, Member States shall take into account the need to ensure the continuity of essential civilian transport flows, in particular those related to the supply of essential goods, energy, medicines, and strategic goods, and shall endeavour, to the extent possible, to limit disruptions in this regard (AM 768 S&D).**

2. The use of the derogations laid down in paragraph 1 of this Article shall be without prejudice to the maximum working times under Directive 2002/15/EC of the European Parliament and of the Council<sup>(36)</sup>.
3. For the purpose of roadside checks, **the civil transport operator carrying out the military transport operation on behalf of a Member State's armed forces shall provide the driver with the evidence that justify the use of the derogations, who** shall be able to produce, whenever an authorised control officer so requests, the record

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<sup>(36)</sup> Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities (OJ L 80, 23.3.2002, p. 35, ELI: <http://data.europa.eu/eli/dir/2002/15/oj>).

sheets and any manual records and printouts for the current day and the previous days that justify the use of the derogations. (AM 774 S&D)

#### Article 28

### Use of rail vehicles outside their specified area of use during the period of activation of EMERS

1. During the period of activation of EMERS, rail vehicles may be used outside the area of use specified in their authorisation for placing on the market under Article 21 of Directive (EU) 2016/797 or outside the area of use for which they were put in operation under the Union or national legal framework previously applicable before the authorisation framework set out by that Directive, provided that the following conditions are met:
  - (a) the vehicle has been subject to checks in accordance with Article 23(1), points (b) and (c), of Directive (EU) 2016/797;
  - (b) the vehicle is to be used as part of a military transport;
  - (c) the vehicle is in operation on one network prior to its use on a further network;
  - (d) the vehicle has been identified for potential use as part of a military transport in accordance with Article 37 of this Regulation.
2. Operations of the vehicles referred to in paragraph 1 shall be carried out in agreement between the concerned infrastructure managers and railway undertakings, in compliance with each of their safety management system as set out under Article 9 of Directive (EU) 2016/798 of the European Parliament and of the Council<sup>(37)</sup> and, where relevant, in accordance with Article 10(9) of that Directive.
- 2 a. ***During the period of activation of EMERS, and for the purposes of ensuring the effective execution of military transport operations, including in the context of the 'last mile', military engineering units of the armed forces shall, where necessary, be exempted from the obligation to obtain prior civil administrative permits, including water management, construction and environmental permits, for the installation of temporary infrastructure, including temporary crossings and modular bridges, in accordance with national law and without prejudice to essential environmental protection requirements. (AM 785 EPP)***

#### Article 29

### Exemption of military transport operations from traffic restrictions during the period of activation of EMERS

1. During the period of activation of EMERS, military transport operations carried out by ***rail, road, air and inland waterways*** shall be permitted during weekends, public holidays, national celebrations, nighttime, and any other period that may be subject to traffic restrictions. (AM 67 Co-Rapporteurs)
2. During the period of activation of EMERS, Member States shall exempt military transport operations from traffic restrictions applied on specific road sections and

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<sup>(37)</sup> Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (OJ L 138, 26.5.2016, p. 102, ELI: <http://data.europa.eu/eli/dir/2016/798/oj>).

based on the environmental performance of vehicles and from restrictions based on air quality and noise control put in place at ports and airports.

- 2 a.** *Member States shall take the necessary measures to facilitate military transport operations across all modes of transport, including rail, waterways, ports, and airports, by lifting, where necessary and proportionate, any other restrictions that might hinder their implementation. (AM 786 S&D)*

#### *Article 30*

### **Exemption of official controls on food, feed and dogs at entry into the Union during the period of activation of EMERS**

1. During the period of activation of EMERS, Articles 43 to 57 and Articles 65 to 72 of Regulation (EU) 2017/625 shall not apply to food, feed and dogs entering the Union that constitute goods to be moved or used in the context of military activities, provided that they:
  - (a) are declared under the EU or NATO forms 302, as referred to in Article 15;
  - (b) are identified by means of marking or labelling as being for military use only, in accordance with the internal procedures implemented by the military authorities in charge of the respective military transport operation;
  - (c) enter the Union under the supervision of military authorities in charge of the respective military transport operation.
2. Following the entry into the Union of food, feed and dogs referred to in paragraph 1, military authorities in charge of the respective military transport operation shall ensure that those goods move under their supervision and are intended for military use only.
3. Military authorities in charge of the respective military transport operation shall ensure that food and feed referred to in paragraph 1 are not placed on the market of the Union and are either consumed, safely disposed of or reexported from the Union.
4. Military authorities in charge of the respective military transport operation shall ensure that dogs referred to in paragraph 1 do not pose a risk to animal or public health in the Union and are not subjected to any transfer of ownership in the Union.

#### *Article 31*

### **Expedited customs procedures during the period of activation of EMERS**

1. During the period of activation of EMERS, the Council implementing act referred to in Article 19(3) of this Regulation shall have the effect of activating the procedures and protocols in accordance with the procedures set out in Article 203(1) of Regulation [customs reform] and the customs crisis management mechanism as defined in Article 204 of Regulation [customs reform].
2. The European Union Customs Authority, as set out in Title XII of Regulation [customs reform], in consultation with the Commission shall prepare procedures and protocols referred to in paragraph 1 of this Article for the implementation of action in the event of the activation of EMERS as defined under Article 19.

Recitals:

- (22) As highlighted in the Action Plan on Military Mobility 2.0<sup>(10)</sup> a Union framework is needed to facilitate large-scale and accelerated transport of military personnel and equipment when needed in exceptional circumstances. To that end, a European Military Mobility Enhanced Response System ('EMERS') should be established to provide for temporary and extraordinary Union-wide measures to ensure timely and uninterrupted military transport across the Union in such circumstances, while minimising civilian traffic disruption *as much as possible*. (AM 595 S&D)
- (23) EMERS should be activated *in an emergency, in a crisis situation or in a lead-up to such a situation* by the Council where an existing or expected *significant* increase in the volume, frequency, or speed of military transport in the Union cannot be met under the normal Union transport rules or due to the capacity of the Union's transport network. Such an increased need for military transport could be caused, *inter alia*, by a *sudden and profound* deterioration in the Union's security environment, or natural or human-made crises that would necessitate an involvement of armed forces, affecting the Union as a whole or part of it, or by threats in third countries. *A collective industrial action that takes place in accordance with national law should not be considered a situation where EMERS may be activated. Considering the importance of military transport through EFTA states that are party to the Agreement on the European Economic Area the Northern EEA states, shared security interests should be ensured and an effective application of EMERS throughout the EEA should be facilitated.* (AM 12 Co-Rapporteurs, AM 207, 612, 643 S&D)
- (23 a) *When assessing the conditions for activating EMERS, the Commission should, in particular, take into account whether an emergency or crisis affecting the security and defence interests of the Union and its Member States has been identified, such as whether that crisis has triggered the activation of the mutual assistance clause pursuant to Article 42(7) TEU.*
- (24) The activation of EMERS should be initiated on the Commission's own initiative or upon a reasoned request from at least one Member State. ~~Before submitting a~~ *When an activation request is made by one or more Member States, the Commission should submit the proposal to the Council for the activation of EMERS within 48 hours of receipt of the activation request. The Commission should use all expertise available and collect any relevant information may consult the Military Mobility Transport Group* to assess the ~~risk of a significant~~ increase in volume, frequency or speed of military transport within the Union, including through liaising with the High Representative for Foreign Affairs and Security Policy and NATO. (AM 13 Co-Rapporteurs)
- (25) When the Commission ~~determines that initiates~~ the activation of EMERS *on its own initiative, after consulting NATO if appropriate is justified*, it should ~~propose such activation transmit its proposal~~ to the Council *and inform, subject to confidentiality arrangements if necessary, the European Parliament*. After receiving this request, the Council should be able to activate EMERS *as soon as possible and* no later than 48 hours after receiving the activation request, by adopting an implementing act specifying the duration of the application of EMERS, which should not exceed 12 months. The

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<sup>(10)</sup> JOINT COMMUNICATION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL on the Action Plan on Military Mobility. JOIN/2018/05.

implementing act should also specify which ~~effects of the~~ provisions are to be extended by Member States that are parties to the North Atlantic Treaty to military transports by parties to the North Atlantic Treaty that are not Member States, ~~without prejudice to taking into account~~ relevant customs formalities. When the Council decides to extend certain provisions to ~~Allies parties of the North Atlantic Treaty that are not Member States~~, it should take into account notably operations, missions and exercises that are commonly agreed within NATO and that relate to the causes of EMERS, and respect security and defence interests of the Union and its Member States. The conferral of these powers to the Council is justified by the sensitive nature of the decision to activate EMERS and the special nature of the emergency measures to be applicable under that mechanism. *EFTA states that are party to the Agreement on the European Economic Area should be invited to participate in the Council's deliberations, be able to express themselves and make suggestions on questions relating to an act activating EMERS. (AM 14 Co-Rapporteurs, AM 209 Greens, AM 214 S&D, AM 215 EPP, AM 217 S&D)*

- (26) During the period of activation of EMERS, the Commission should be able to convene meetings of the extraordinary Military Mobility Transport Group, comprising of representatives of *the Member States (representing their governments)* the Commission, the European External Action Service ('EEAS'), including the European Union Military Staff, the EDA and ~~CINEA the Member States (representing their governments)~~ and should ensure close coordination with Member States *and, if deemed appropriate, with NATO*. Member States should promptly inform the Commission of national measures taken in response to EMERS activation, fostering operational coherence and solidarity. The EMERS framework should work in synergy with the emergency frameworks established under IMERA and [EDIP] *as well as NATO, including its Euro-Atlantic Disaster Response Coordination Centre (EADRCC), if needed*. In case of activation of EMERS due consideration should be given to the [EDIP] supply crisis state and security-related supply-crisis state and the IMERA Emergency Mode, in particular when it is active, ~~in order to assess the impact on the Single Market~~, and to determine whether it can serve to complement the military transport operations, notably by ensuring the free-movement of workers. *(AM 15 Co-Rapporteurs, AM 222 ECR, AM 220, 221 Renew)*
- (27) In order to facilitate military transport, specific rules relating to transport should apply during the period of activation of EMERS. Military transport operations should be deemed to be automatically permitted by receiving Member States. Requesting Member States should only notify receiving Member States of a planned military transport operation as early as possible and at the latest six hours before the scheduled time of arrival at the border crossing point of the receiving Member State. Notifications should include all relevant details, and, where applicable, the request for Host-Nation-Support or other traffic arrangements, to enable receiving Member States to prepare effectively. Where the receiving Member State requires traffic arrangements, these should be determined in due time to ensure that the transport operation can take place according to schedule, ensuring rapid coordination, balancing military readiness with the need for timely and predictable cross-border operations, which helps to minimise disruptions of civilian traffic. To the extent that this Regulation may have indirect consequences on the security and defence policy of certain Member States, it provides rules to cater for specificities of those Member States' security and defence regimes.
- (27a) *During the period of activation of the European Military Mobility Enhanced Response System (EMERS), priority access to transport infrastructure granted for overriding reasons of public security and defence preparedness may lead to*

*unavoidable delays or cancellations of civilian transport services. In such exceptional circumstances, railway undertakings may be required by public authorities or infrastructure managers to interrupt, postpone or cancel services for reasons beyond their control. In order to ensure legal certainty, coherence of Union law and the financial sustainability of rail services in emergency situations, railway undertakings should be compensated by Member States where such disruptions are directly caused by measures taken pursuant to this Regulation. To ensure legal certainty, coherence of Union law, and the financial sustainability of rail services in emergency situations, any contractual or statutory entitlement to compensation for customers of freight transport or under Union passenger rights legislation should be excluded in such cases. (AM 16 Co-Rapporteurs)*

- (28) The Council Conclusions on EU Security and Defence<sup>(11)</sup> of 27 May 2024 pledged to ensure that, by 2026 at the latest, a priority access or traffic in emergency or crisis situations may be granted for rail military transport. Priority access for rail or air military transport may be granted under provisions on crisis or emergency under Regulation [Rail Capacity Regulation proposal] of the European Parliament and of the Council<sup>(12)</sup> and under Regulation (EC) No 1008/2008 of the European Parliament and of the Council<sup>(13)</sup>, respectively. However, more specific rules granting priority access, covering all modes of transport and better suited to EMERS, are needed. It is therefore necessary to introduce a horizontal priority access right for the armed forces to transport networks and infrastructure, and related services and facilities, across all modes of transport. ***Such priority access should be implemented in a manner that remains proportionate, temporary and compatible with the continuity of civilian passenger and freight transport services, in particular in highly saturated corridors and logistics nodes. The Commission may conduct an assessment of the impact of the activation of EMERS on the functioning of the internal market and of the possible need for mitigating measures.*** Due to the exceptional nature of EMERS and in order to limit the financial burden on the armed forces, no compensation should be due by the armed forces to transport users that are affected by such priority access, for instance because their train is delayed, or they cannot dock at a specific port terminal. In view of these potentially severe and costly consequences for other transport users, priority access for the armed forces is considered justified only where EMERS is activated ***and should be organised in a manner that does not unduly impede the efficient functioning of other critical components of the civilian transport network*** (AM 228 ECR, 229 EPP, 231 EPP).
- 29) During the period of activation of EMERS, where the requirements laid down in international agreements are applicable to the military transport of dangerous goods under this Regulation, Member States should be allowed, with the exception of customs formalities to exempt military transport of dangerous goods from any of those requirements. When doing so, they should not impose additional national rules. They should also coordinate such exemptions in order to ensure that military transport operations are subject to consistent rules as regards the transport of dangerous goods.

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<sup>(11)</sup> Council Conclusions on EU Security and Defence - 9225/24.

<sup>(12)</sup> Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the use of railway infrastructure capacity in the single European railway area. [Rail Capacity Regulation proposal].

<sup>(13)</sup> Regulation (EC) No 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community (OJ L 293, 31.10.2008, p. 3, ELI: <http://data.europa.eu/eli/reg/2008/1008/oj>).

- (30) In normal situations, the cargo to be transported should not exceed the maximum applicable weights and dimensions, namely for reasons of road safety, unless the cargo is indivisible. However, during the period of activation of EMERS, it may be necessary to transport significant loads in a quick and effective manner, due to the emergency situation. Therefore, during this period, the transport of abnormal cargo should be permitted even if the load is not indivisible.
- (31) During the period of activation of EMERS, Member States need to have access to necessary transport and logistical capabilities to execute their military transport operations. Therefore, Member States should be able to benefit from increased support in this regard. The ability of the Commission to assist Member States in accessing those capabilities is also necessary to ensure the effective execution of military transport operations. The Military Mobility Transport Group should be able to identify specific transport capabilities registered in the Solidarity Pool that are urgently needed by certain Member States. In such cases, sharing and coordination efforts under the Solidarity Pool should focus on supporting those priority requests, ensuring that the required capabilities are made available in a timely and efficient manner.
- (32) During the period of activation of EMERS, more military transport operations involving cabotage *or first and last road legs of combined or intermodal transport* may be needed. Member States should therefore exempt all military transport of equipment, goods and personnel from cabotage restrictions during that period (*AM 245 EPP*).
- (32a) *When EMERS is activated, an increase of fuel supply and reserves will be necessary to meet transportation needs, including specific fuel types for military transport. Given the current decline in the Union's refining capacities, it is of utmost importance to update fuel supply network connections and to increase national fuel stocks in order to guarantee security of fuel supply. (AM 18 Co-Rapporteurs, AM 225 ECR)*
- (33) Union rules on driving times, breaks and rest periods for road transport as laid down in Regulation (EC) No 561/2006 of the European Parliament and of the Council<sup>(35)</sup> are important to ensure traffic safety and the health and well-being of transport workers. While traffic safety remains essential during the period of activation of EMERS, the limitations that those rules impose on military transport operations can cause critical delays. Therefore, during that period, military transport by road should benefit from less restrictive rules, without compromising workers' welfare and the safety of the transport. *These rules should be harmonised at Union level (AM 251 EPP)*.
- (33a) *In order to ensure the effective and rapid implementation of the measures provided for under the activation of EMERS, Member States should prepare in advance for the derogations and exemptions provided for in this Regulation. To this end, they should, where appropriate, consult in advance and ensure that the relevant stakeholders are adequately prepared, taking into account the health and safety of the workers concerned. (AM 257 S&D)*

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<sup>(35)</sup> Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1, ELI: <http://data.europa.eu/eli/reg/2006/561/oj>).

- (34) Directive (EU) 2016/797 of the European Parliament and of the Council<sup>(14)</sup> sets out that before a railway undertaking uses a vehicle on a given network, the railway undertaking should check if the vehicle has been authorised for this area of use and is duly registered. During the period of activation of EMERS, due to higher volumes and frequency of military transport operations, dual-use rail vehicles could be needed outside their specified authorised areas of use. Therefore, railway undertakings should be able to use them outside those areas, provided that safety is assured via other mechanisms.
- (35) Union and national rules restricting traffic on the basis of noise, air quality and other environmental criteria support the Union's objectives of reducing the environmental impact of the transport sector and ensuring the wellbeing of citizens. However, in ~~emergency cases~~ **a crisis situation or in the lead-up to such a situation**, where a **significantly** higher volume and frequency of military transport operations are needed for overriding reasons of public security, those rules can lead to disproportionate restrictions and delays of such transport. During the period of activation of EMERS, military transport should be exempted from road traffic restrictions based on the environmental performance of vehicles and from restrictions based on air quality and noise control put in place at ports and airports. (*AM 19 Co-Rapporteurs, AM 268 S&D*)
- (36) Regulation (EU) 2017/625 of the European Parliament and of the Council<sup>(15)</sup> lays down rules for the performance of official controls by the competent authorities of the Member States to verify compliance with Union legislation in certain areas, including food and feed safety and animal health. In particular, Regulation (EU) 2017/625 requires that certain categories of animals and goods from third countries are presented at a border control post for official controls upon first entry into the Union to verify compliance with Union requirements relating among others to public health and animal health.
- (37) Regulation (EU) 2017/625 does not provide for specific mechanisms for expedited or waived official controls in emergency situations that justify the rapid entry of relevant goods into the territory of the Union. During the period of activation of EMERS, the requirement to perform mandatory border controls provided for in Regulation (EU) 2017/625 risks causing delays incompatible with the urgent and seamless military transport of food, feed and dogs. To ensure rapid and unhindered military transport when EMERS is activated, a derogation from official controls at border controls posts required under Regulation (EU) 2017/625 is necessary with respect to food and feed supplies and military dogs entering the Union.
- (38) To ensure rapid and unhindered military transport within the Union in situations when EMERS is activated and to avoid bottlenecks that could negatively impact civil transport, customs procedures should be managed by activating the protocols and

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<sup>(14)</sup> Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (recast) (OJ L 138, 26.5.2016, p. 44, ELI: <http://data.europa.eu/eli/dir/2016/797/oj>).

<sup>(15)</sup> Regulation (EU) 2017/625 of the European Parliament and of the Council of 15 March 2017 on official controls and other official activities performed to ensure the application of food and feed law, rules on animal health and welfare, plant health and plant protection products, amending Regulations (EC) No 999/2001, (EC) No 396/2005, (EC) No 1069/2009, (EC) No 1107/2009, (EU) No 1151/2012, (EU) No 652/2014, (EU) 2016/429 and (EU) 2016/2031 of the European Parliament and of the Council, Council Regulations (EC) No 1/2005 and (EC) No 1099/2009 and Council Directives 98/58/EC, 1999/74/EC, 2007/43/EC, 2008/119/EC and 2008/120/EC, and repealing Regulations (EC) No 854/2004 and (EC) No 882/2004 of the European Parliament and of the Council, Council Directives 89/608/EEC, 89/662/EEC, 90/425/EEC, 91/496/EEC, 96/23/EC, 96/93/EC and 97/78/EC and Council Decision 92/438/EEC (Official Controls Regulation) (OJ L 95, 7.4.2017, p. 1, ELI: <http://data.europa.eu/eli/reg/2017/625/oj>).

procedures prepared by the European Union Customs Authority, in consultation with the Commission, and the customs crisis management mechanism set out in Regulation [customs reform]<sup>(16)</sup> .

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<sup>(16)</sup> Proposal for a Regulation of the European Parliament and of the Council establishing the Union Customs Code and the European Union Customs Authority, and repealing Regulation (EU) No 952/2013.

## **COMPROMISE 6**

*(Art. 1-2 and parts not covered yet under Art. 3.)*

# **Chapter I General provisions**

## *Article 1*

### **Subject matter**

This Regulation lays down measures relating to dual-use equipment, means of transport and infrastructure to facilitate military transport in the Union and across its external borders, while minimising and mitigating the impact of such transport on civilian transport ***and ensuring, where possible, its continuity, and taking into account the operational, technical and financial implications for civilian dual-use infrastructure*** (AM 372 EPP, AM 373 S&D).

This Regulation lays down in particular:

- (a) a uniform framework for permission procedures for cross-border military transport and measures that ensure uninterrupted and safe military transport, including measures that simplify customs formalities applicable to such transport at the Union's external borders;
- (b) efficient, coordinated and effective measures that facilitate military transport in response to temporary, extraordinary and urgent situations;
- (c) rules to make dual-use transport infrastructure fit for dual-use purpose and to protect and make strategic dual-use infrastructure resilient against all hazards and threats ***in order to maximize continuity and its capacity to ensure both military as civilian transport at all time*** (AM 374, 375 EPP);
- (d) measures to share and pool Union and Member States' transport and logistic capabilities, increase visibility of existing transport capabilities for military transport ***and address the Union's gaps in the area of military transport capabilities*** (AM 376 S&D).

## *Article 2*

### **Scope**

This Regulation applies to the transport of equipment, goods and personnel that is operated by, or under the responsibility of, the armed forces of the Member States, ***including civil companies acting on their behalf*** or, in the cases provided for in Articles 17 and 19 of this Regulation, of Allies of the North Atlantic Treaty Organisation (NATO), takes place in part or entirely in the Union and makes use, during that transport, of dual-use infrastructure, assets and capabilities located in the Union. (AM 380 S&D)

## *Article 3*

### **Definitions**

For the purposes of this Regulation, the following definitions apply:

- (1) ‘military transport’ means the transport of equipment, goods or persons, undertaken directly by armed forces, as well as the transport carried out on their behalf by civil companies or other contractors ***duly mandated and acting under the authority of engaged*** by those armed forces ***and holding a valid military transport permission***, including in the context of a military exercise, operation or mission, and including, the manned or unmanned transport of vehicles, vessels or aircraft through their own propulsion (*AM 381 S&D, AM 383 ECR*);
- (2) ‘military transport operation’ means a laden or unladen journey of military transport;
- (3) ‘military transport permission’ means an authorisation or a diplomatic clearance granted by a receiving Member State to a requesting Member State, for cross-border military transport;
- (4) ‘requesting Member State’ means the Member State making a request to a receiving Member State to conduct a military transport operation through the territory of that receiving Member State, or the Member State making a request for support under the Solidarity Pool referred to in Article 35;
- (5) ‘receiving Member State’ means the Member State of destination of a military transport operation or the Member State crossed or overflown in transit of a military transport operation;
- (6) ‘abnormal military cargo’ means military-related goods or equipment that require special permits, customised transport plans or specialised logistical handling to ensure safe transport, and that, together with the vehicle carrying out the military transport operation, exceed:
  - (a) in the case of transport by road, the maximum authorised dimensions (length, width, height) or weight limits set out in Annex I to Directive 96/53/EC;
  - (b) in the case of transport by rail, the weight limits, loading gauge or other technical characteristics specified in the register of infrastructure referred to in Article 49 of Directive (EU) 2016/797 and in the RINF application referred to in Commission Implementing Regulation (EU) 2019/777<sup>(30)</sup>;
- (7) ‘abnormal military transport’ means the military transport of abnormal military cargo;
- (8) ‘dangerous goods’ means the substances and articles falling within the scope of the international agreements and regulations referred to in Article 10(1) of this Regulation;
- (11) ‘escort’ means a guard or police force accompanying a military transport operation;
- (12) ‘cabotage’ means either of the following:
  - (a) national transport of goods for hire or reward carried out on a temporary basis in a Member State by an operator established in another Member State;

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<sup>(30)</sup> Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU (OJ L 139I, 27.5.2019, p. 312, ELI: [http://data.europa.eu/eli/reg\\_impl/2019/777/oj](http://data.europa.eu/eli/reg_impl/2019/777/oj)).

- (b) national road passenger services for hire and reward carried out on a temporary basis in a Member State by a carrier established in another Member State;
- (13) ‘framework contract’ means an agreement between one or more contracting authorities or entities and one or more economic operators, the purpose of which is to establish the terms governing contracts to be awarded during a given period, in particular with regard to price and, where appropriate, the quantity envisaged;
- (16) ‘strategic dual-use infrastructure’ or ‘SDI’ means an infrastructure meeting the criteria set out in Article 33;
- (17) ‘owners, operators and managers of an infrastructure’ means entities responsible for investments in, or day-to-day **operational, commercial, regulatory and public management** operation of that infrastructure; (AM 398 EPP)
- (17 a) ‘Hotspots’ means targeted and particularly short-term investments on transport infrastructure in order to ensure quick operational improvements of the priority military mobility corridors in compliance with the military requirements for military transports; (AM 399 Renew)**
- (18) ‘Council Military Requirements’ means the ‘Military Requirements for Military Mobility within and beyond the EU’ approved by the Council on 26 June 2023 and 23 October 2023 and any subsequent amendments thereof as approved by the Council;
- (19) ‘military mobility corridor’ means one among the EU priority military mobility corridors set out in Annex II to the Council Military Requirements;
- (20) ‘dual-use’ means the capacity to be used for both civilian and military transport purposes;
- (20 a) ‘high-risk supplier’ means an entity established in a third country posing security concerns, or controlled by such third country, by an entity established in such third country, or by a national of such third country (AM 401, 402 Renew);**
- (21) ‘food’ means food or foodstuff as defined in Article 2 of Regulation (EC) No 178/2002 of the European Parliament and of the Council<sup>(31)</sup>;
- (21 a) ‘ICT systems for transport’ means ICT systems for transport’ as referred to in Article 43 of TEN-T Regulation (EU) 2024/1679 and encompasses ICT systems for various transport modes (ERTMS, RIS, ITS, VTMS, ATM/ANS or eFTI) (AM 403 EPP);**
- (22) ‘goods to be moved or used in the context of military activities’ means any goods, including animals, to be moved or used in either of the following contexts:
- (a) of activities arranged by or under the control of the relevant military authorities **and of civil companies acting on their behalf**, of one or more Member State(s), or of a third country with which one or more Member

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<sup>(31)</sup> Regulation (EC) No 178/2002 of the European Parliament and of the Council of 28 January 2002 laying down the general principles and requirements of food law, establishing the European Food Safety Authority and laying down procedures in matters of food safety (OJ L 31, 1.2.2002, p. 1 ELI: <http://data.europa.eu/eli/reg/2002/178/oj>).

State(s) has (have) concluded an agreement to carry out military activities within the customs territory of the Union; or *(AM 404 S&D)*

- (b) of any military activities undertaken on the basis of either of the following:
  - (i) the Common Security and Defence Policy of the European Union (CSDP);
  - (ii) the North Atlantic Treaty, signed in Washington D. C. on 4 April 1949.

***(22 a) 'counter-mobility' means any equipment, obstacle, infrastructure, or means put in place to delay or hinder an adversary's movement; (AM 404 S&D)***