

AMENDMENTS 001-548

by the Committee on Transport and Tourism

Report**Barbara Thaler, Dominique Riquet**

Trans-European transport network

A9-0147/2023

Proposal for a regulation (COM(2021)0812 – C9-0472/2021 – 2021/0420(COD))

Amendment 1**Proposal for a regulation****Recital 3***Text proposed by the Commission*

(3) The Sustainable and Smart Mobility Strategy¹⁵ sets out milestones to show the European transport system's path towards achieving the objectives of a sustainable, smart and resilient mobility. It envisages that rail freight traffic should increase its market share by 50% by 2030 and double by 2050; transport by inland waterways and short sea shipping should increase its market share by 25% by 2030 and by 50% by 2050; traffic on high-speed rail should double by 2030 and triple by 2050; at least 30 million zero-emission cars and 80,000 zero-emission trucks should be in operation on Union roads by 2030, and nearly all cars, vans and buses and new heavy-duty vehicles should be *zero-emission* by 2050; scheduled collective travel under 500 km should be carbon-neutral by 2030 within the Union; by 2030, there should be at least 100 climate-neutral cities in Europe.

Amendment

(3) The Sustainable and Smart Mobility Strategy¹⁵ sets out milestones to show the European transport system's path towards achieving the objectives of a sustainable, smart and resilient mobility. It envisages that rail freight traffic should increase its market share by 50% by 2030 and double by 2050; transport by inland waterways and short sea shipping should increase its market share by 25% by 2030 and by 50% by 2050; traffic on high-speed rail should double by 2030 and triple by 2050; at least 30 million zero-emission cars and 80,000 zero-emission trucks should be in operation on Union roads by 2030, and nearly all cars, vans and buses and new heavy-duty vehicles should be *zero- and low-emission* by 2050; scheduled collective travel under 500 km should be carbon-neutral by 2030 within the Union; by 2030, there should be at least 100 climate-neutral cities in

Europe.

¹⁵ Communication from the Commission to the European Parliament, the Council, the European Economic And Social Committee and the Committee of the Regions ‘Sustainable and Smart Mobility Strategy – putting European transport on track for the future’, COM(2020)789 final.

¹⁵ Communication from the Commission to the European Parliament, the Council, the European Economic And Social Committee and the Committee of the Regions ‘Sustainable and Smart Mobility Strategy – putting European transport on track for the future’, COM(2020)789 final.

Amendment 2

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) The realisation of the trans-European transport network creates the enabling conditions in terms of infrastructure basis allowing to make all transport modes more sustainable, affordable and inclusive, to make sustainable alternatives widely available in a multimodal transport system and to put in place the right incentives to drive the transition, notably by ensuring a fair transition, in line with the objectives presented in the Council Recommendation (EU) [...] of [...] on ensuring a fair transition towards climate neutrality.

Amendment

(4) The realisation of the trans-European transport network creates the enabling conditions in terms of infrastructure basis allowing to make all transport modes more sustainable, affordable and inclusive ***in all regions of the Union***, to make sustainable alternatives widely available in a multimodal transport system and to put in place the right incentives to drive the transition, notably by ensuring a fair transition, in line with the objectives presented in the Council Recommendation (EU) [...] of [...] on ensuring a fair transition towards climate neutrality.

Amendment 3

Proposal for a regulation

Recital 5

Text proposed by the Commission

(5) The planning, development and operation of the trans-European transport network should enable sustainable forms of transport, provide for improved multimodal and interoperable transport solutions and for an enhanced intermodal integration of the entire logistic chain, thereby

Amendment

(5) The planning, development and operation of the trans-European transport network should enable sustainable forms of transport, provide for improved multimodal and interoperable transport solutions and for an enhanced intermodal integration of the entire logistic chain, ***with rail as its***

contributing to a smooth functioning of the internal market by creating the arteries that are necessary for smooth passenger and freight transport flows across the Union. In addition, the network should aim at strengthening economic, social and territorial cohesion by ensuring accessibility and connectivity for all regions of the Union, including a better connectivity of the outermost regions and other remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas. The development of the trans-European transport network should also enable seamless, safe and sustainable mobility of goods and persons in all their diversity, and should contribute to further economic growth and competitiveness in a global perspective, by establishing interconnections and interoperability between national transport networks in a resource-efficient and sustainable way.

backbone, thereby contributing to a smooth functioning of the internal market by creating the arteries that are necessary for smooth passenger and freight transport flows across the Union, ***and by establishing seamless transport connections with neighbouring countries***. In addition, the network should aim at strengthening economic, social and territorial cohesion by ensuring accessibility and connectivity for all regions of the Union, including a better connectivity of the outermost regions and other remote, rural, insular, peripheral and mountainous regions as well as sparsely populated areas. The development of the trans-European transport network should also enable seamless, safe and sustainable mobility of goods and persons in all their diversity, and should contribute to further economic growth and competitiveness in a global perspective, by establishing interconnections and interoperability between national transport networks in a resource-efficient and sustainable way.

Amendment 4

Proposal for a regulation Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) The trans-European transport network should aim for the intermodal integration of the entire logistic chain, interconnecting efficiently in the transport of freight and particularly with urban nodes. It should facilitate a shift to sustainable logistic chains, including decarbonisation of last-mile transport, in compliance with the Union transport-related environmental and climate goals.

Amendment 5

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Growth in traffic has resulted in increased congestion in international transport. In order to ensure the international mobility of passengers and goods, the capacity of the trans-European transport network and the use of that capacity should be optimised and, where necessary, expanded by removing infrastructure bottlenecks and bridging missing infrastructure links within and between Member States and, as appropriate, neighbouring countries, and taking into account the ongoing negotiations with candidate and potential candidate countries.

Amendment

(6) Growth in traffic has resulted in increased congestion in international transport. In order to ensure the international mobility of passengers and goods, the **resilience and** capacity of the trans-European transport network and the use of that capacity should be optimised and, where necessary, expanded by removing infrastructure bottlenecks and bridging missing infrastructure links within and between Member States and, as appropriate, neighbouring countries, and taking into account the ongoing negotiations with candidate and potential candidate countries.

Amendment 6

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) The trans-European transport network consists to a large extent of existing infrastructure. In order to fully achieve the objectives of the new trans-European transport network policy, uniform requirements regarding the infrastructure should be established.

Amendment

(7) The trans-European transport network consists to a large extent of existing infrastructure. In order to fully achieve the objectives of the new trans-European transport network policy, uniform requirements regarding the infrastructure **and its maintenance** should be established.

Amendment 7

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) The trans-European transport network should be developed and sustained through the creation of new transport

Amendment

(8) The trans-European transport network should be developed and sustained through the creation of new **smart and**

infrastructure, through the maintenance and upgrading of existing infrastructure and through measures promoting its resource-efficient use.

sustainable transport infrastructure, through the maintenance and upgrading of existing infrastructure and through measures promoting its resource-efficient use **and resilience**.

Amendment 8

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) In order to achieve a high-quality and efficient transport infrastructure across all modes, the development of the trans-European transport network should take into account the security and safety of passengers and freight movements, the contribution to climate change and the impact of climate change and of potential natural hazards and human-made disasters on infrastructure and accessibility for all transport users, especially in regions that are particularly affected by the negative impacts of climate change.

Amendment

(10) In order to achieve a high-quality and efficient **and resilient** transport infrastructure across all modes, the development of the trans-European transport network should take into account the security and safety of passengers and freight movements, the contribution to climate change and the impact of climate change and of potential natural hazards and human-made disasters on infrastructure and accessibility for all transport users, especially in regions that are particularly affected by the negative impacts of climate change. **Particular consideration should be given to enhancing the resilience of critical infrastructure, especially concerning geopolitical developments likely to cause traffic and supply chain disruptions.**

Amendment 9

Proposal for a regulation

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10 a) The trans-European transport network should contribute to increased accessibility of transport across the Union for all users, especially for people with disabilities and reduced mobility, and should also combat mobility poverty.

Amendment 10

Proposal for a regulation Recital 10 b (new)

Text proposed by the Commission

Amendment

(10 b) The European transport sector has persistent gender issues, when it comes to the analysis of transport, the use of transport, and transport workers conditions. The data collected related to the trans-European transport network, wherever relevant in urban nodes, should be disaggregated by gender in order to increase its accuracy in identifying mobility patterns and differing needs of all users and to better inform policy makers when planning infrastructure and services. Particular attention should be given to gender dimension to ensure equal access to services and infrastructure, such as the use of safe and secure parking spaces, as well as to mitigate gender discrimination, remove barriers to female employment and increase gender equality and diversity in the transport sector, contributing also to labour market efficiency.

Amendment 11

Proposal for a regulation Recital 11

Text proposed by the Commission

Amendment

(11) When planning, procuring and implementing projects of common interest, Member States and other project promoters should give due consideration to Directive (EU) 2021/1187 of the European Parliament and the Council¹⁶.

(11) When planning, procuring and implementing projects of common interest, Member States and other project promoters should give due consideration to Directive (EU) 2021/1187 of the European Parliament and the Council¹⁶ **(the “Smart TEN-T Directive”), to avoid delays in implementing projects, in particular regarding cross-border projects and**

missing links, thereby ensuring the timely completion of the trans-European transport network.

¹⁶ Directive (EU) 2021/1187 of the European Parliament and the Council of 7 July 2021 on streamlining measures for advancing the realisation of the trans-European transport network (TEN) (OJ L 258, 20.7.2021, p.1).

¹⁶ Directive (EU) 2021/1187 of the European Parliament and the Council of 7 July 2021 on streamlining measures for advancing the realisation of the trans-European transport network (TEN) (OJ L 258, 20.7.2021, p.1).

Amendment 12

Proposal for a regulation Recital 12 a (new)

Text proposed by the Commission

Amendment

(12 a) During infrastructure planning, Member States and other project promoters should give due consideration to maintenance, for its needs and costs over the life-time of the infrastructure project. Given the importance of maintenance for the good-functioning of the transport networks, this requirement should be a precondition for receiving funding under the Connecting Europe Facility established by Regulation (EU) No 2021/1153 of the European Parliament and of the Council^{1a} (CEF).

^{1a} Regulation (EU) No 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (OJ L 249, 14.7.2021, p. 38)

Amendment 13

Proposal for a regulation Recital 13

Text proposed by the Commission

(13) Given the evolution of the Union infrastructure needs and the decarbonisation goals, the Conclusions of the 2020 July European Council, according to which Union expenditure should be consistent with Paris Agreement objectives and the "do no significant harm" principle, within the meaning of Article 17 of the Taxonomy Regulation¹⁷, projects of common interest should be assessed in order to ensure that TEN-T policy is coherent with transport, environmental and climate policy objectives of the Union. Member States and other project promoters should carry out environmental assessments of plans and projects which should include the "do no significant harm" assessment based on the latest available guidance and best practice. In cases that the implementation of a project of common interest entails a significant harm to an environmental or climate objective, reasonable alternatives should be considered.

¹⁷ Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 on the establishment of a framework to facilitate sustainable investment, and amending Regulation (EU) 2019/2088 (Text with EEA relevance) (OJ L 198, 22.6.2020, p. 13).

Amendment

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¹⁷ Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 on the establishment of a framework to facilitate sustainable investment, and amending Regulation (EU) 2019/2088 (Text with EEA relevance) (OJ L 198, 22.6.2020, p. 13).

Amendment 14

Proposal for a regulation
Recital 14

Text proposed by the Commission

(14) Infrastructure projects under the TEN-T Regulation should be resilient to the potential adverse impacts of climate change through a climate vulnerability and risk assessment, including through relevant adaptation measures. Projects for which an environmental impact assessment must be carried out should be subject to climate proofing and integrate the costs of greenhouse gas emissions and the positive effects of climate mitigation measures in the cost-benefit analysis. The climate proofing should be undertaken based on the latest available best practice and guidance¹⁸. This contributes to the integration of climate change-related risks as well as climate change vulnerability and adaptation assessments into investment and planning decisions under the Union budget.

¹⁸ Commission Notice - Technical guidance on the climate proofing of infrastructure in the period 2021-2027 (OJ C 373, 16.9.2021, p. 1).

Amendment 15

Proposal for a regulation
Recital 17

Text proposed by the Commission

(17) The definition of the trans-European transport network should be based on a common and transparent methodology and should represent the highest level of infrastructure planning within the Union. It should be multimodal, that is to say it should include all transport modes and their connections as well as relevant traffic

Amendment

(14) Infrastructure projects under the TEN-T Regulation should be resilient to the potential adverse impacts of climate change through a climate vulnerability and risk assessment, including through relevant adaptation measures. Projects for which an environmental impact assessment must be carried out should be subject to climate proofing and integrate the costs of greenhouse gas emissions and the positive effects of climate mitigation measures in the cost-benefit analysis ***on a life-cycle basis, including the impacts of the construction phase***. The climate proofing should be undertaken based on the latest available best practice and guidance[#]. This contributes to the integration of climate change-related risks as well as climate change vulnerability and adaptation assessments into investment and planning decisions under the Union budget.

¹⁸ Commission Notice - Technical guidance on the climate proofing of infrastructure in the period 2021-2027 (OJ C 373, 16.9.2021, p. 1).

Amendment

(17) The definition of the trans-European transport network should be based on a common and transparent methodology and should represent the highest level of infrastructure planning within the Union. It should be multimodal, that is to say it should include all transport modes and their connections as well as relevant traffic

and travel information management systems

and travel information management systems, **and should also include local transport modes related to the morphology of the area, such as cableway or lake transport.**

Amendment 16

Proposal for a regulation Recital 18 a (new)

Text proposed by the Commission

Amendment

(18 a) Transport infrastructure functions as a network, therefore the non-conformity or non-operability of a small segment can hamper the efficiency and competitiveness of the system as a whole and prevent grasping the full network benefits. Therefore, Member States should identify those strategic segments, particularly for cross-border projects and missing links, and consider their urgent achievement to be the highest priority.

Amendment 17

Proposal for a regulation Recital 21

Text proposed by the Commission

Amendment

(21) The comprehensive network should be sufficiently equipped with alternative fuels infrastructure in order to ensure that it effectively supports the transition to **zero-emission** mobility, in line with the milestones set in the Sustainable and Smart Mobility Strategy.

(21) The comprehensive network should be sufficiently equipped with alternative fuels infrastructure in order to ensure that it effectively supports the transition to **zero- and low-emission** mobility, in line with the milestones set in the Sustainable and Smart Mobility Strategy.

Amendment 18

Proposal for a regulation Recital 24

Text proposed by the Commission

(24) The core network with a deadline of 2030 and the extended core network with a deadline of 2040 should constitute the foundation of the sustainable multimodal transport network, representing the strategically most important nodes and links of the trans-European transport network, according to traffic needs. They should stimulate the development of the entire comprehensive network and enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multimodal connecting points and major bottlenecks.

Amendment

(24) The core network with a deadline of 2030 and the extended core network with a deadline of 2040 should constitute the foundation of the sustainable multimodal transport network, representing the strategically most important nodes and links of the trans-European transport network, according to traffic needs. They should stimulate the development of the entire comprehensive network and enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multimodal connecting points and major bottlenecks.
Construction of new railway lines in cross-border regions should in this regard be accelerated both for freight and passengers with a view to exponentially increase rail freight traffic at Union level.

Amendment 19

**Proposal for a regulation
Recital 24 a (new)**

Text proposed by the Commission

Amendment

(24 a) Given the current pace of realising the TEN-T network, the 2030 deadline for the completion of the core network seems compromised. Member States should therefore consider the realisation of the core network to be of the highest priority, and should strive to realise it before the completion of the extended and comprehensive networks. This priority should be reflected in the investing tools and funding instruments at Union level, in particular for the CEF, in view of its limited budget relative to the investment needs.

Amendment 20

Proposal for a regulation Recital 25

Text proposed by the Commission

(25) Certain existing standards of the core network should be extended to the extended core and comprehensive network in order to reap full network benefits, to increase interoperability between network types and to enable more activity by more sustainable forms of transport, including through higher digitalisation and other technological solutions.

Amendment

(25) Certain existing standards of the core network should be extended to the extended core and comprehensive network in order to reap full network benefits, to increase interoperability between network types and to enable more activity by more sustainable forms of transport, including through higher digitalisation and other technological solutions. ***The provision of clear and reliable planning for the technical specifications for interoperability (TSI) is of utmost importance for regulatory stability, legal certainty and for unlocking investments in the European Rail Traffic Management System (ERTMS).***

Amendment 21

Proposal for a regulation Recital 26

Text proposed by the Commission

(26) Exemptions from the infrastructure requirements applicable to the core, extended core and comprehensive network should be possible only in duly justified cases and subject to certain conditions. This should include cases where investment cannot be justified, or where there are specific geographic or significant physical constraints, for example in outermost regions and other remote, insular, peripheral and mountainous regions or in sparsely populated areas, or for isolated or partially isolated networks.

Amendment

(26) Exemptions from the infrastructure requirements applicable to the core, extended core and comprehensive network should be possible only in duly justified cases and subject to certain conditions. This should include cases where investment cannot be justified, or where there are specific geographic or significant physical constraints, for example in outermost regions and other remote, insular, peripheral and mountainous regions or in sparsely populated areas, or for isolated or partially isolated networks. ***When assessing Member States' request for exemption, the Commission shall take into due consideration the functioning and cohesiveness of the whole trans-***

European transport network, and in particular of connected sections in neighbouring countries and of the functioning of the European Transport Corridors. Exemptions should be granted only exceptionally and, where applicable, should be considered as limited in time.

Amendment 22

Proposal for a regulation Recital 27

Text proposed by the Commission

(27) The land-side infrastructure network, established through the core network, extended core network and comprehensive network, should integrate with the maritime dimension of the trans-European transport network. To this end, a truly sustainable, smart, seamless and resilient European Maritime Space should be created. It should encompass all maritime infrastructure components of the trans-European transport network.

Amendment

(27) The land-side infrastructure network, established through the core network, extended core network and comprehensive network, should integrate with the maritime dimension of the trans-European transport network. To this end, a truly sustainable, smart, seamless and resilient European Maritime Space should be created. It should encompass all maritime infrastructure components of the trans-European transport network, ***while paying special attention to islands and outermost regions.***

Amendment 23

Proposal for a regulation Recital 28 a (new)

Text proposed by the Commission

Amendment

(28 a) Maritime ports play also a key role in transport connectivity, logistics, trade and cohesion, while being important for emergency supply chains, resilience, geopolitical aspects and the Union's strategic autonomy. For inclusion in the trans-European transport network, ports should therefore also be considered, on a case to case basis, in terms of their high European added value and geostrategic relevance for the European internal

Amendment 24

Proposal for a regulation

Recital 31

Text proposed by the Commission

(31) European Transport Corridors should cover the most important long-distance transport flows and consist of key European transport multimodal axis, based on parts of the trans-European transport network, be multimodal and open to the inclusion of all transport modes covered in this Regulation and cross at least two borders and involve at least three transport modes.

Amendment

(31) European Transport Corridors should cover the most important long-distance transport flows, ***with rail as the backbone,*** and consist of key European transport multimodal axis, based on parts of the trans-European transport network, be multimodal and open to the inclusion of all transport modes covered in this Regulation and cross at least two borders and involve at least three transport modes, ***and may also include neighbouring countries.***

Amendment 25

Proposal for a regulation

Recital 32

Text proposed by the Commission

(32) In order to establish the trans-European transport network in a coordinated and timely manner, thereby making it possible to maximise network effects, Member States concerned should ensure that appropriate measures are taken to finalise the projects of common interest of the core, the extended core and the comprehensive network by the given deadlines 2030, 2040 and 2050 respectively. To this end, Member States should ensure that there is coherence of the national transport and investment plans with the priorities set out in this Regulation and in the work plans of the European Coordinators.

Amendment

(32) In order to establish the trans-European transport network in a coordinated and timely manner, thereby making it possible to maximise network effects, Member States concerned should ensure that appropriate measures are taken to finalise the projects of common interest of the core, the extended core and the comprehensive network by the given deadlines 2030, 2040 and 2050 respectively. To this end, Member States should ensure that there is coherence of the national transport and investment plans with the priorities set out in this Regulation and in the work plans of the European Coordinators. ***Projects of national plans which are not aligned with the Union transport objectives should not be considered as a priority for receiving***

Amendment 26

Proposal for a regulation

Recital 34

Text proposed by the Commission

(34) Projects of common interest to develop the trans-European transport network in line with the requirements set out in this Regulation have European added value, as they contribute to a high-quality, interoperable and multimodal European network, increasing sustainability, cohesion, efficiency or user benefits. The European added value is higher if it leads, in addition to the potential value for the respective Member State alone, to significant improvements of transport connections or transport flows between Member States or between a Member State and a third country. Such cross-border projects should be the subject of priority intervention by the Union in order to ensure that they are implemented.

Amendment

(34) Projects of common interest to develop the trans-European transport network in line with the requirements set out in this Regulation have European added value, as they contribute to a high-quality, interoperable, ***resilient***, and multimodal European network, increasing sustainability, cohesion, efficiency or user benefits. ***In this regard, a multimodal connectivity index should be developed in order to measure the increase in connectivity and multimodality for transport infrastructure projects.*** The European added value is higher if it leads, in addition to the potential value for the respective Member State alone, to significant improvements of transport connections or transport flows between Member States or between a Member State and a third country. Such cross-border projects should be the subject of priority intervention by the Union in order to ensure that they are implemented.

Amendment 27

Proposal for a regulation

Recital 35

Text proposed by the Commission

(35) Member States and other project promoters should ensure that assessments of projects of common interest are carried out efficiently, avoiding unnecessary delays.

Amendment

(35) Member States and other project promoters should ensure that assessments of projects of common interest are carried out efficiently, avoiding unnecessary delays ***and respecting the timeframe laid down in the Smart TEN-T Directive.***

Amendment 28

Proposal for a regulation Recital 35 a (new)

Text proposed by the Commission

Amendment

(35 a) In the legal frameworks of many Member States, priority treatment is given to certain project categories based on their strategic importance. Priority treatment is characterised by shorter timelines, simultaneous or simplified procedures or limited timeframes for appeals. When such priority treatment is foreseen within a national legal framework, it should automatically apply to projects of common interest under this Regulation. Member States whose national legal frameworks lack such priority treatment should establish one for projects of common interest on the TEN-T.

Amendment 29

Proposal for a regulation Recital 36

Text proposed by the Commission

Amendment

(36) Projects of common interest for which Union funding is sought should be the subject of a socio-economic cost-benefit analysis based on a recognised methodology, taking into account the relevant social, economic, climate-related and environmental benefits and costs as well as the life-cycle approach. The analysis of climate-related and environmental costs and benefits should be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU of the European Parliament and of the Council²¹.

(36) Projects of common interest for which Union funding is sought should be the subject of a socio-economic cost-benefit analysis based on a recognised methodology, taking into account the relevant social, economic, climate-related and environmental benefits, **territorial balance** and costs as well as the life-cycle approach. **The Commission should establish a common methodology for a socio-economic cost-benefit analysis of projects enabling a transparent, comparative appraisal of different project proposals under life cycle assessments and prioritisation of project based on their**

European added value. The analysis of climate-related and environmental costs and benefits should be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU of the European Parliament and of the Council²¹ **and should comply with the timeframe set in the Smart TEN-T Directive** .

²¹ Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.2012, p. 1).

²¹ Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.2012, p. 1).

Amendment 30

Proposal for a regulation

Recital 37

Text proposed by the Commission

(37) In order to contribute to the climate reduction targets of the European Green Deal of a 90% cut in greenhouse gas emissions by 2050, measures to mitigate the greenhouse gas impacts of projects of common interest in the form of new, extended or upgraded transport infrastructures should be **analysed**.

Amendment

(37) In order to contribute to the climate reduction targets of the European Green Deal of a 90% cut in greenhouse gas emissions by 2050, measures to mitigate the greenhouse gas impacts of projects of common interest in the form of new, extended or upgraded transport infrastructures should be **taken into account**.

Amendment 31

Proposal for a regulation

Recital 38

Text proposed by the Commission

(38) Cooperation with third countries, including neighbouring countries, is necessary in order to ensure connection and interoperability between the infrastructure networks of the Union and

Amendment

(38) Cooperation with third countries, including neighbouring countries, is necessary in order to ensure connection and interoperability between the infrastructure networks of the Union and

those countries. In view of this, where appropriate, the Union should promote projects of common interest with those countries, ***assessing and ensuring that*** the objectives and requirements of the trans-European transport network are complied with in order to ensure the interoperability of the Union network.

those countries. In view of this, where appropriate, the Union should promote projects of common interest with those countries, ***and also assess and ensure that*** the objectives and requirements of the trans-European transport network are complied with in order to ensure the interoperability, ***continuity and decarbonisation*** of the Union network.

Amendment 32

Proposal for a regulation Recital 38 a (new)

Text proposed by the Commission

Amendment

(38 a) The resilience of the trans-European transport network has been challenged and put to test by the devastating impact of Russia's war of aggression against Ukraine. That aggression has redefined the geopolitical landscape, bringing to the surface the vulnerability of the Union to unforeseen disruptive events beyond the Union's borders. Its major impacts on global markets, such as global food security, has highlighted the fact that the internal market and Union's transport network cannot be viewed in isolation when it comes to shaping Union policy. Better connections with the Union neighbouring partner countries are needed more than ever.

(see EC amended proposal - point 1)

Amendment 33

Proposal for a regulation Recital 38 b (new)

Text proposed by the Commission

Amendment

(38 b) Given that new geopolitical context, the Commission Communication

of 12 May 2022 entitled “An action plan for EU-Ukraine Solidarity Lanes to facilitate Ukraine's agricultural export and bilateral trade with the EU ” identifies several major transport infrastructure challenges that the Union and its neighbouring countries need to resolve in order to support Ukraine’s economy and recovery, to enable agricultural and other goods to reach the Union and world markets, and to ensure that connectivity with the Union is greatly enhanced for both exports and imports. To offer increased connectivity with the Union, that Communication proposed to assess the extension of the European Transport Corridors into Ukraine and the Republic of Moldova.

(see EC amended proposal - point 2)

Amendment 34

Proposal for a regulation Recital 38 c (new)

Text proposed by the Commission

Amendment

(38 c) Because of Russia’s war of aggression against Ukraine, and the position adopted by Belarus in that conflict, cooperation between the Union and Russia and Belarus in the field of the TEN-T policy is neither appropriate nor in the interest of the Union. Hence the TEN-T network in those two third countries should be discontinued. As a consequence, improved cross-border connections to Russia and Belarus are no longer of high priority on the territory of the Member States. Connections currently exist between Finland, Estonia, Latvia, Lithuania and Poland with those two third countries. To reflect the lesser priority in building and upgrading those connections, the last-miles of all cross-border connections with Russia and Belarus currently included in the core network should be downgraded from the

core to the comprehensive network for which only a later deadline of implementation of 2050 is provided for. However, in case of a democratic transition in Belarus building and upgrading the country's cross border connections with the EU in line with the comprehensive economic plan for a democratic Belarus would be a high priority, including through re-inclusion of the country back in the Regulation.

(see EC amended proposal - point 3)

Amendment 35

Proposal for a regulation Recital 38 d (new)

Text proposed by the Commission

Amendment

(38 d) *The new geopolitical context also showed how important seamless transport connections are within the Union's territory and with neighbouring third countries. A different railway track gauge from the European nominal standard nominal track gauge of 1 435 mm severely hampers the interoperability of the railway networks across the Union and even impacts the competitiveness of those isolated railway networks. New railway lines should therefore be only built in European standard nominal track gauge of 1 435 mm. In addition, Member States with a different track gauge network should assess the migration of existing lines of the European Transport Corridors. This obligation should not apply to Ireland as its transport network, due to its insular situation, is fully detached from any land-side connection on the Union territory.*

(see EC amended proposal - point 4)

Amendment 36

Proposal for a regulation
Recital 39

Text proposed by the Commission

(39) To achieve transformation of the transport sector into a truly multimodal system of sustainable and smart mobility services, the Union should build a high quality transport network with rail services meeting minimum line speed. Competitive passenger rail has **a high potential** for the decarbonisation of transport. There is the need to develop a coherent and interoperable European high speed rail network linking its capitals and major cities. Complementing existing high speed lines with passenger lines at a minimum line speed of 160 km/h should in return lead to network effects, a more coherent network and an increased number of passengers travelling by rail. The completion of a high-performance network will also facilitate the development and introduction of new or different models of capacity allocation, for example interval-service timetables enabled by the Timetable Redesign (TTR) initiative.

Amendment

(39) To achieve transformation of the transport sector into a truly multimodal system of sustainable and smart mobility services, the Union should build a high quality transport network with rail services meeting minimum line speed. Competitive passenger rail has **one of the highest potentials** for the decarbonisation of transport. There is the need to develop a coherent and interoperable European high speed rail network linking its capitals and major cities, **for which sufficient funding is needed**. Complementing existing high speed lines with passenger lines at a minimum line speed of 160 km/h should in return lead to network effects, a more coherent network and an increased number of passengers travelling by rail. **Double-track infrastructure should be encouraged for railway infrastructure suffering from bottlenecks**. The completion of a high-performance network will also facilitate the development and introduction of new or different models of capacity allocation, for example interval-service timetables enabled by the Timetable Redesign (TTR) initiative.

Amendment 37

Proposal for a regulation
Recital 40

Text proposed by the Commission

(40) A more sustainable, resilient and reliable rail freight network across Europe should be established to contribute to the competitiveness of combined transport. The infrastructure for combined railway transport and of terminals should be upgraded to ensure that intermodal transport is primarily done by rail, inland

Amendment

(40) A more sustainable, resilient and reliable rail freight network across Europe should be established to contribute to the competitiveness **of multimodal and** of combined transport. The infrastructure for combined railway transport and of terminals should be upgraded to ensure that intermodal transport is primarily done by

waterways or short-sea shipping and that any initial and/or final legs carried out by road are as short as possible.

rail, inland waterways or short-sea shipping and that any initial and/or final legs carried out by road are as short as possible.

Amendment 38

Proposal for a regulation Recital 41

Text proposed by the Commission

(41) Given the fact that the deployment of the European Rail Traffic Management System (ERTMS) in Europe is **accelerating, and** several Member States have already adopted plans to deploy ERTMS on their entire national rail networks by 2040, there is a need to take account of **this paradigm shift** and set a more ambitious ERTMS deployment deadline for the comprehensive network.

Amendment

(41) Given the fact that the deployment of the European Rail Traffic Management System (ERTMS), **both onboard and trackside equipment**, in Europe is **in need of acceleration, whilst recognising that** several Member States have already adopted plans to deploy ERTMS on their entire national rail networks by 2040, there is a need to take account of **slow progress to date** and set a more ambitious ERTMS deployment deadline for the comprehensive network.

Amendment 39

Proposal for a regulation Recital 42

Text proposed by the Commission

(42) ERTMS should be deployed in a continuous manner not only on the core network, extended core network and comprehensive network, including in the urban nodes, but also on access routes to multimodal terminals. This will enable operations with ERTMS only and boost the business case of railway undertakings.

Amendment

(42) ERTMS should be deployed in a continuous manner, **and should be synchronised between onboard and trackside equipment**, not only on the core network, extended core network and comprehensive network, including in the urban nodes, but also on access routes to multimodal terminals. **Synchronised means a coordinated approach in time and place between infrastructure rollout and the rollout of onboard units of trains.** This will enable operations with ERTMS only and boost the business case of railway undertakings. **Under no circumstance should it be possible for a new railway**

project that is not planning ERTMS deployment to be financed by Union funds.

Amendment 40

Proposal for a regulation Recital 43

Text proposed by the Commission

(43) As deployment of **a radio-based** ERTMS further contributes to the elimination of national rules affecting operation, Member States should ensure that **only radio-based** ERTMS will be deployed from 2025 and the entire trans-European transport network equipped with **radio-based** ERTMS by 2050.

Amendment

(43) As deployment of ERTMS further contributes to the elimination of national rules affecting operation, Member States should ensure that ERTMS will be **fully** deployed from 2025 and the entire trans-European transport network equipped with ERTMS by 2050. ***Since Future Railway Mobile Communication System (FRMCS) technology is promising in terms of quality of service and cost of deployment, development initiatives should be carried out to enable its use in the future. Space technologies could also be used for a faster and less costly deployment.***

Amendment 41

Proposal for a regulation Recital 44

Text proposed by the Commission

(44) ERTMS deployment should be coupled with a regulatory deadline for decommissioning of class B systems trackside, thus making ERTMS the only signalling system used in Member States. Decommissioning of class B systems trackside will bring about significant maintenance savings for infrastructure managers, as deploying ERTMS and keeping additional trackside systems for a prolonged period is very costly and complicated. Class B systems should be removed in a coordinated way with a sufficient transitional period, by 2040,

Amendment

(44) ERTMS deployment should be coupled with a regulatory deadline for decommissioning of class B systems trackside, thus making ERTMS the only signalling system used in Member States. Decommissioning of class B systems trackside will bring about significant maintenance savings for infrastructure managers, as deploying ERTMS and keeping additional trackside systems for a prolonged period is very costly and complicated. Class B systems should be removed in a coordinated way with a sufficient transitional period, by 2040,

allowing the railway undertakings to anticipate the change and adopt the most suitable migration strategy. ERTMS, being a system, requires a synchronised deployment both trackside and on-board and full system benefits only occur when both trains and trackside are equipped.

allowing the railway undertakings to anticipate the change and adopt the most suitable migration strategy. ERTMS, being a system, requires a synchronised deployment both trackside and on-board and full system benefits ***including safety benefits***, only occur when both trains and trackside are equipped. ***The European Climate, Infrastructure and Environment Executive Agency (CINEA), in close cooperation with the horizontal priority coordinator and taking into account the advice of European Union Agency for Railways (ERA), is well placed to contribute to a consistent, synchronised and widespread implementation of ERTMS.***

Amendment 42

Proposal for a regulation Recital 44 a (new)

Text proposed by the Commission

Amendment

(44 a) The useful life of rail equipment, including ERTMS, is around thirty years on average, which entails a long amortisation period for investments that, although constituting a brake on the renewal of equipment, is a major economic criterion for the balance of transactions carried out. The frequent evolution of the technical specifications of interoperability limits the lifespan of the equipment in an unpredictable way for the actors of the rail and can consequently constitute a deterrent to investment. It is therefore necessary to tend towards a situation of normative stability and allow, when possible, retrocompatibility of the different system versions.

Amendment 43

Proposal for a regulation
Recital 44 b (new)

Text proposed by the Commission

Amendment

(44 b) *While the Smart and Sustainable Mobility Strategy sets ambitious targets in terms of high speed network, doubling high-speed rail traffic volume by 2030 and tripling it by 2050, this Regulation should also aim to improve rail high-speed connectivity between capitals and major cities of Europe, in particular by completing missing high-speed rail links in the core and extended core networks.*

Amendment 44

Proposal for a regulation
Recital 44 c (new)

Text proposed by the Commission

Amendment

(44 c) *Complementary to high speed trains, night trains represent a sustainable way of cross-border travelling between European cities, making use of existing rail infrastructure. For its full potential to be fulfilled across the Union, it is necessary that capacity management duly incorporates the specific need for international travel slots and ensures an optimised coexistence between cargo trains and night trains.*

Amendment 45

Proposal for a regulation
Recital 44 d (new)

Text proposed by the Commission

Amendment

(44 d) *The Union set itself several targets for shifting goods from road to rail. With the finalisation of the TEN-T core network in 2030, the Union is*

expected to finally have a high capacity infrastructure at its disposal, which would enable it to achieve the target as set out in the Smart and Sustainable Mobility Strategy. However, managing this high-capacity European infrastructure in the current system of 25 national infrastructure managers is challenging when it comes to cross-border operations. Since already now more than 50% of rail-freight operations are crossing at least one national border, the legacy system of managing the infrastructure became a considerable capacity bottleneck on its own. Solving this problem requires a European approach and therefore, the Commission should consider submitting a proposal for a European system of rail traffic management which should be responsible for cross border train operations and which should have the authority to guarantee seamless cross-border operations on the trans-European transport network.

Amendment 46

Proposal for a regulation

Recital 45

Text proposed by the Commission

(45) Inland waterways in Europe are characterised by a heterogeneous hydro-morphology which hampers a coherent performance for all waterway stretches. Inland waterways, especially free flowing stretches, may be heavily impacted by climate and weather conditions. In order to ensure reliable international traffic, while respecting the hydro-morphology and applicable environmental legislation, TEN-T requirements should take into account the specific hydro-morphology of each waterway (for example free-flowing or regulated rivers) as well as the objectives of environmental and biodiversity policies. Such an approach should be considered at

Amendment

(45) Inland waterways in Europe are characterised by a heterogeneous hydro-morphology which hampers a coherent performance for all waterway stretches. Inland waterways, especially free flowing stretches, may be heavily impacted by climate and weather conditions. In order to ensure reliable international traffic, while respecting the hydro-morphology and applicable environmental legislation, TEN-T requirements should take into account the specific hydro-morphology of each waterway (for example free-flowing or regulated rivers) as well as the objectives of environmental and biodiversity policies. Such an approach should be considered at

river basin level.

corridor or river basin level and, where needed, be tailored to a more granular level, in particular at waterway section level.

Amendment 47

Proposal for a regulation Recital 45 a (new)

Text proposed by the Commission

Amendment

(45a) Good navigation status should be defined by the natural characteristics of free flowing river basins and no major new interventions nor dredging works, which could have a negative impact on biodiversity, should be encouraged in order to enable navigability.

Amendment 48

Proposal for a regulation Recital 45 b (new)

Text proposed by the Commission

Amendment

(45 b) Good navigation status should be defined in close cooperation with the Member States concerned and, where applicable, the river navigation commissions.

Amendment 49

Proposal for a regulation Recital 45 c (new)

Text proposed by the Commission

Amendment

(45 c) Greater efficiency of cross-border commercial transport operations on inland waterways should be encouraged, including the development of data exchanges in order to enable cooperation mechanisms between

*Member States, such as Inland
Waterways Managers.*

Amendment 50

Proposal for a regulation Recital 45 d (new)

Text proposed by the Commission

Amendment

(45 d) *Particular attention should be given while building new inland waterway infrastructure to avoid potential barriers to the connectivity of free-flowing rivers and biodiversity loss.*

Amendment 51

Proposal for a regulation Recital 46

Text proposed by the Commission

Amendment

(46) Being the entry and exit points for the land infrastructure of the trans-European transport network, maritime ports play an important role as cross-border multimodal nodes which serve not only as transport hubs, but also as gateways for trade, industrial clusters and energy hubs, for example with regard to the deployment of off-shore wind installations.

(46) Being the entry and exit points for the land infrastructure of the trans-European transport network, maritime ports play an important role as cross-border multimodal nodes which serve not only as transport hubs, but also as gateways for trade, industrial clusters and **increasingly as** energy hubs, for example with regard to the deployment of off-shore wind installations. ***Synergies between trans-European transport network and trans-European networks for energy should be increased. While ensuring an open and stable framework for investors is essential for the development of European maritime ports, particular attention should be paid to investments in these ports since they play a strategic role for the security and strategic autonomy of the Union.***

Amendment 52

Proposal for a regulation
Recital 48

Text proposed by the Commission

(48) Road transport in the Union accounts for three-quarters of the total inland freight transport (based on tonne-kilometres performed) and for around 90% of the total inland passenger transport (based on the total number of passenger kilometres). Given the importance of road transport and the commitment to improve road safety in line with the milestone of the Sustainable and Smart Mobility Strategy, there is a need to enhance the road infrastructure from the safety point of view.

Amendment

(48) Road transport in the Union accounts for three-quarters of the total inland freight transport (based on tonne-kilometres performed) and for around 90% of the total inland passenger transport (based on the total number of passenger kilometres). Given the importance of road transport and the commitment to improve road safety in line with the milestone of the Sustainable and Smart Mobility Strategy, there is a need to enhance the road infrastructure from the safety point of view, *as well as to adapt it to sustainability and digitalisation standards ensuring the highest safety standards. The improvement of operational safety throughout the life cycle of vulnerable infrastructure, in particular infrastructure facing vulnerabilities (i.e. tunnels, bridges) is of utmost importance to guarantee quality road infrastructure in the trans-European transport network.*

Amendment 53

Proposal for a regulation
Recital 48 a (new)

Text proposed by the Commission

Amendment

(48 a) *In order to guarantee access to adequate resting facilities for professional drivers, Member States should do their utmost to deploy a sufficient number of safe and secure parking areas for commercial vehicles along the whole trans-European transport network in the Union.*

Amendment 54

**Proposal for a regulation
Recital 48 b (new)**

Text proposed by the Commission

Amendment

(48 b) *In order to drastically reduce the cases of extremely long border waiting times for road freight transport, the Commission should consider submitting a proposal to significantly reduce border waiting times for road freight transport through the introduction of an Union-wide standard maximum time for processing and controls of heavy-duty vehicles at Union borders. The aim should be to reach an average of 1-minute for processing and controls of EU registered heavy-duty vehicles.*

Amendment 55

**Proposal for a regulation
Recital 48 c (new)**

Text proposed by the Commission

Amendment

(48 c) *The Commission and the responsible agencies should take all measures at their disposal in order to enable cross-border operations for all modes of transport on the TEN-T network without undue interruptions due to administrative, operational, safety, technical or interoperability reasons. In addition, Member States should engage in multilateral discussions, facilitated by the Coordinator of the respective corridor, in order to solve disputes related to cross-border operations for all modes of transport on the TEN-T network. The responsible Coordinator should inform yearly about any dispute to the European Parliament and the national Parliaments concerned.*

Amendment 56

Proposal for a regulation
Recital 48 d (new)

Text proposed by the Commission

Amendment

(48 d) Further to a network-wide road safety assessment, Member States should classify all sections of the road network covered by the Directive 2008/96/EC of the European Parliament and of the Council^{1a} in no fewer than three categories. An exemption from the transport infrastructure requirements should only be granted if the road has been classified within the categories that ensure a high level of safety.

^{1a} **Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).**

Amendment 57

Proposal for a regulation
Recital 49

Text proposed by the Commission

Amendment

(49) The trans-European transport network should ensure efficient multimodality in order to allow better and more sustainable modal choices to be made for passengers and freight and in order to enable large volumes to be consolidated for transfers over long distances. Multimodal terminals should play a key role to meet this objective.

(49) The trans-European transport network should ensure efficient multimodality in order to allow better and more sustainable modal choices to be made for passengers and freight and in order to enable large volumes to be consolidated for transfers over long distances, ***in particular by rail***. Multimodal terminals should play a key role to meet this objective. ***Insufficient punctuality has been a major obstacle to making multimodality an attractive option for the transport of freight and passengers. Efficient management of traffic flows as well as the increase in capacity of the infrastructure will enable rail to play its full part in improving the functioning of the intermodal transport***

chain.

Amendment 58

Proposal for a regulation Recital 49 a (new)

Text proposed by the Commission

Amendment

(49a) Passenger traffic and numbers of passengers on TEN-T corridors will need to increase. Passengers should have a seamless user experience when searching, selecting and buying their transport services, including through multimodal ticketing.

Amendment 59

Proposal for a regulation Recital 50

Text proposed by the Commission

Amendment

(50) Urban nodes play an important role on the trans-European transport network as starting point or final destination ("last mile") for passengers and freight moving on the trans-European transport network and are points of transfer within or between different transport modes. It should be ensured that capacity bottlenecks and an insufficient network connectivity within urban nodes do no longer hamper multimodality along the trans-European transport network.

(50) Urban nodes play an important role on the trans-European transport network as starting point or final destination ("last mile") for passengers and freight moving on the trans-European transport network and are points of transfer within or between different transport modes, ***and to local and regional transportation.*** It should be ensured that capacity bottlenecks and an insufficient network connectivity within urban nodes do no longer hamper multimodality along the trans-European transport network. ***Urban nodes should also encourage the increase of the modal share of sustainable transport modes, such as public transport or active modes.***

Amendment 60

Proposal for a regulation Recital 51

Text proposed by the Commission

(51) As an effective single framework for tackling urban mobility challenges, urban nodes should develop a Sustainable Urban Mobility Plan (SUMP), which is a long-term, all-encompassing integrated freight and passenger mobility plan for the entire functional urban area²². It should include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, congestion, accidents and injuries, modal share and **access** to mobility services, as well as data on air and noise pollution in cities.

²² *The SUMP concept was first proposed in the 2013 EU Urban mobility package (COM(2013)913 final, Annex I)*

Amendment 61

Proposal for a regulation
Recital 52

Text proposed by the Commission

(52) Member States should establish a national SUMP support programme aimed at promoting the uptake of SUMPs and improving coordination among regions, cities and towns. It should support regions

Amendment

(51) As an effective single framework for tackling urban mobility challenges, urban nodes should develop a Sustainable Urban Mobility Plan (SUMP), which is a long-term, all-encompassing integrated freight and passenger mobility plan for the entire functional urban area. ***Coordination and harmonisation of SUMP should be encouraged.*** It should include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, congestion, accidents and injuries, modal share and ***accessibility*** to mobility services, ***including for vulnerable road users and for persons with disabilities or reduced mobility***, as well as data on air and noise pollution in cities. ***The data collected should be disaggregated based on age, gender and disability, where possible, to ensure that the data is representative of all users and their differing needs and patterns of mobility, as well as properly considers the differing impact of transport and transport infrastructure on the population.***

Amendment

(52) Member States should establish a national SUMP support programme aimed at promoting the uptake of SUMPs and improving coordination among regions, cities and towns. It should support regions

and urban areas to develop high-quality SUMP s and reinforce monitoring and evaluation of the SUMP implementation through legislative measures, guidance, capacity building, assistance and possibly financial support.

and urban areas to develop high-quality SUMP s and reinforce monitoring and evaluation of the SUMP implementation through legislative measures, guidance, capacity building, assistance and possibly financial support. *The Commission should be able to update the list of urban nodes in Annex II at the request of a Member State, with the previous agreement of the urban nodes alongside the European Transport Corridor concerned, with the aim of improving territorial balance and accelerating the transition to a more sustainable mobility.*

Amendment 62

Proposal for a regulation Recital 52 a (new)

Text proposed by the Commission

Amendment

(52 a) Each Member State should put in place a national SUMP support programme and designate a national SUMP contact point with the aim of strengthening governance and increasing nation-wide ownership, planning and uptake of sustainable urban mobility policies, and improving coordination among regions, cities, and towns. The national contact point should develop national guidance for urban mobility planning based on the European SUMP Guidelines, provide technical assistance and expert support for the preparation and implementation of SUMP s, monitor progress, review and provide advice to improve the quality of SUMP s within their Member State. They should also promote the national network of cities, regions and towns to foster peer-learning and to disseminate good practices, implement training programmes and organise and coordinate communication campaigns related to SUMP s.

Amendment 63

Proposal for a regulation Recital 52 b (new)

Text proposed by the Commission

Amendment

(52 b) The promotion of active modes in urban nodes contributes to the Union's climate goals, improves public health, reduces congestion, offers last mile solution for passengers and provides economic benefits. Therefore, when planning new transport infrastructure, as well as maintenance and upgrading works in respect of the existing infrastructure, in urban nodes, account should be taken of active mode infrastructures, including walking and cycling infrastructures.

Amendment 64

Proposal for a regulation Recital 54

Text proposed by the Commission

Amendment

(54) Multimodal digital mobility services help to enhance the integration of the different transport modes by combining several transport offers into one. Their further development should contribute to nudge behaviours towards the most sustainable modes, public transport and active modes such as walking and cycling.

(54) Multimodal digital mobility services help to enhance the integration of the different transport modes by combining several transport offers into one. Their further development should contribute to nudge behaviours towards the most sustainable modes, public transport and active modes such as walking and cycling, **and unlock the full benefits of “Mobility as a Service” solutions. Moreover, urban infrastructure planning should be developed in accordance with Union standards on road safety. Standards for safety of cycling and walking infrastructure should be developed to increase the shift to more sustainable modes of transport.**

Amendment 65

Proposal for a regulation
Recital 55 a (new)

Text proposed by the Commission

Amendment

(55a) Since this Regulation aims to create state-of-the art infrastructure, the trans-European transport network should be equipped with the necessary ICT systems, which would enable the introduction of targeted risk-based checks, and contactless and paperless non-discriminatory inspections based on access to real-time digital data on drivers, operators, commercial vehicles and cargo. All such checks and inspections should be carried out in a fully non-discriminatory way.

Amendment 66

Proposal for a regulation
Recital 57

Text proposed by the Commission

Amendment

(57) Adequate planning of the trans-European transport network is required. This also entails the implementation of specific requirements throughout the network in terms of infrastructure, ICT systems, equipment and services, including the requirements for the alternative fuel infrastructure rollout as defined in Regulation (EU) [...] of the European Parliament and of the Council [on the deployment of alternative fuels infrastructure]²³. It is therefore necessary to ensure adequate and concerted deployment of such requirements across Europe for each transport mode and for their interconnection across the trans-European transport network and beyond, in order to obtain the benefits of the network effect and to make efficient long-range trans-European transport operations possible. In order to ensure the deployment of alternative fuels across the entire road

(57) Adequate planning of the trans-European transport network is required. This also entails the implementation of specific requirements throughout the network in terms of infrastructure, ICT systems, equipment and services, including the requirements for the alternative fuel infrastructure rollout as defined in Regulation (EU) [...] of the European Parliament and of the Council [on the deployment of alternative fuels infrastructure]²³. It is therefore necessary to ensure adequate and concerted deployment of such requirements across Europe for each transport mode and for their interconnection across the trans-European transport network and beyond, in order to obtain the benefits of the network effect and to make efficient **sustainable** long-range trans-European transport operations possible. In order to ensure the deployment of alternative fuels across the entire road

network of the trans-European transport network in line with the targets set in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure], references to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] should be construed as references to ‘core network’ as defined in this Regulation. References to ‘comprehensive network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] should be construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.

²³ Regulation of the European Parliament and of the Council of [...] on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (OJ L [...]).

Amendment 67

Proposal for a regulation Recital 58

Text proposed by the Commission

(58) The trans-European transport network should provide the basis for the large-scale deployment of new technologies and innovation, such as 5G infrastructure, which can help enhance the overall efficiency of the European transport sector and capacity to enable secure passenger flows using efficient means, make public or greener transport means more attractive for passengers, and reduce its carbon footprint. This will contribute towards the objectives of the European Green Deal and at the same time contribute to the objective of increasing energy security for the Union. In order to achieve those objectives, the availability of alternative fuels and related infrastructure

network of the trans-European transport network in line with the targets set in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure], references to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] should be construed as references to ‘core network’ as defined in this Regulation. References to ‘comprehensive network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] should be construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.

²³ Regulation of the European Parliament and of the Council of [...] on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (OJ L [...]).

Amendment

(58) The trans-European transport network should provide the basis for the large-scale deployment of new technologies and innovation, ***allowing for real-time data and information exchange***, such as 5G infrastructure, which can help enhance the overall efficiency of the European transport sector and capacity to enable secure passenger flows using efficient means, make public or greener transport means more attractive for passengers, and reduce its carbon footprint. This will contribute towards the objectives of the European Green Deal and at the same time contribute to the objective of increasing energy security for the Union. In order to achieve those objectives, the

should be improved throughout the trans-European transport network.

availability of alternative fuels and related infrastructure should be improved throughout the trans-European transport network.

Amendment 68

Proposal for a regulation

Recital 59

Text proposed by the Commission

(59) A sufficient number of fast recharging points for light and heavy-duty vehicles accessible to the public should be deployed across the trans-European transport network. This aim should ensure full cross-border connectivity **and allow electric vehicles to circulate throughout the Union**. Distance-based targets for the trans-European transport network as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] are to ensure a minimum of sufficient coverage of electric recharging points along the Union's main road networks.

Amendment

(59) A sufficient number of fast recharging **and hydrogen refuelling** points for light and heavy-duty vehicles accessible to the public should be deployed across the trans-European transport network. This aim should ensure full cross-border connectivity. Distance-based targets for the trans-European transport network as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] are to ensure a minimum of sufficient coverage of electric recharging **and hydrogen refuelling** points along the Union's main road networks.

Amendment 69

Proposal for a regulation

Recital 60

Text proposed by the Commission

(60) Publicly accessible recharging infrastructure along the trans-European transport network as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] should be complemented with requirements on the deployment of **recharging** infrastructure in multimodal terminals and for multimodal passenger hubs, to provide charging opportunities for long haul trucks when they are being loaded or unloaded or when the driver is taking a rest or for busses in

Amendment

(60) Publicly accessible recharging **and hydrogen refuelling** infrastructure along the trans-European transport network as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] should be complemented with requirements on the deployment of **the corresponding** infrastructure in multimodal terminals and for multimodal passenger hubs, to provide charging **and hydrogen refuelling** opportunities for long haul trucks when they are being loaded or

multimodal passenger hubs. In order to ensure free circulation, where the terminals or passenger hubs receive Union or public support, the access for purposes of charging, should be on *fair*, transparent and non-discriminatory basis, so as to avoid market lock in for specific enterprises or possible distortions of competition. Pricing should be made on transparent and non-discriminatory basis for all authorised undertakings or persons, where the *charging* infrastructure is build using Union or public funding.

unloaded or when the driver is taking a rest or for busses in multimodal passenger hubs. In order to ensure free circulation, where the terminals or passenger hubs receive Union or public support, the access for purposes of charging *and hydrogen refuelling*, should be on *a fair, affordable*, transparent and non-discriminatory basis, so as to avoid market lock in for specific enterprises or possible distortions of competition. Pricing should be made on transparent and non-discriminatory basis for all authorised undertakings or persons, where the infrastructure is build using Union or public funding.

Amendment 70

Proposal for a regulation Recital 61 a (new)

Text proposed by the Commission

Amendment

(61 a) Member States should carry out a climate and environmental vulnerability test and risk assessment of their existing critical infrastructure of transport and provide for all the necessary measures in order to ensure the long-term functioning and increase the resilience of the trans European transport networks.

Amendment 71

Proposal for a regulation Recital 62

Text proposed by the Commission

Amendment

(62) Taking stock of the experience with regard to the crisis management during the Covid-19 pandemic²⁵ and in order to avoid traffic disruptions and contingencies in future, Member States should take into account the security and resilience of the transport infrastructure to climate change, natural hazards, human-made disasters and

(62) Taking stock of the experience with regard to the crisis management during the Covid-19 pandemic²⁵ and in order to avoid traffic disruptions and contingencies in future, Member States should take into account the security and resilience of the transport infrastructure to climate change, natural hazards, human-made disasters,

other disruptions affecting the functioning of the Union transport system, when planning infrastructure. To that aim, the European Transport Corridors should also include important diversionary lines which can be used in case of congestion or other problems on the principal routes. In addition, due to their multimodal nature, one mode can substitute the other in case of emergencies.

²⁵ Communication on the implementation of the Green Lanes under the Guidelines for border management measures to protect health and ensure the availability of goods and essential services; C(2020)1897 final (OJ C 96 I, 24.3.2020, p. 1) and Communication of 28 October 2020 from the Commission to the European Parliament, the European Council and the Council on “upgrading the transport Green Lanes to keep the economy going during the COVID-19 pandemic resurgence”; COM(2020)685 final.

Amendment 72

Proposal for a regulation Recital 62 a (new)

Text proposed by the Commission

geopolitical changes and other disruptions affecting the functioning of the Union transport system, when planning infrastructure. To that aim, ***existing bottlenecks should be removed and*** the European Transport Corridors should also include important diversionary lines which can be used in case of congestion or other problems on the principal routes. In addition, due to their multimodal nature, one mode can substitute the other in case of emergencies.

²⁵ Communication on the implementation of the Green Lanes under the Guidelines for border management measures to protect health and ensure the availability of goods and essential services; C(2020)1897 final (OJ C 96 I, 24.3.2020, p. 1) and Communication of 28 October 2020 from the Commission to the European Parliament, the European Council and the Council on “upgrading the transport Green Lanes to keep the economy going during the COVID-19 pandemic resurgence”; COM(2020)685 final.

Amendment

(62 a) Member States should establish, in cooperation with the Commission and the European Coordinators, “Green Lanes” to ensure the efficiency and functioning of transport infrastructures for the traffic flow of essential goods and of people in case of emergency.

Amendment 73

Proposal for a regulation
Recital 63

Text proposed by the Commission

(63) The participation of undertakings, including those, which are owned or controlled by a natural person of a third country or an undertaking of a third country, including those, which are established in a third country, can accelerate the realisation of the trans-European transport network. However, under specific circumstances, the participation of or contribution by undertakings owned or controlled by a natural person of a third country or an undertaking of a third country to projects of common interest might compromise security *and* public order in the *EU*. Without prejudice and in addition to the cooperation mechanism pursuant to Regulation (EU) 2019/452²⁶, greater awareness of such participation or contribution is necessary to allow intervention of public authorities if it appears that they are likely to affect security or public order in the Union and the participation or contribution does not fall under the scope of Regulation (EU) 2019/452.

Amendment

(63) ***Transport infrastructure is the backbone of the economy and society as a whole, some are critical to ensure the good-functioning of vital societal functions, and therefore are a pillar of the strategic autonomy in the Union. In this context,*** the participation of undertakings, including those, which are owned or controlled by a natural person of a third country or an undertaking of a third country, including those, which are established in a third country, can accelerate the realisation of the trans-European transport network. However, under specific circumstances, the participation of or contribution by undertakings owned or controlled by a natural person of a third country or an undertaking of a third country to projects of common interest might compromise security, ***public order or strategic autonomy in the EU. Investments, interests and presence of third country-owned companies in European strategic - and sometimes even military - infrastructure, such as ports, airports and container terminals, are increasing. Such increasing foreign presence in European strategic infrastructure risks undermining the resilience of our Union. Therefore, especially in view of the new security situation on our continent, it is crucial that the Union adopts with priority, a stringent strategic approach towards the development and revision of the trans-European transport network and prevents any third country presence that is likely to affect security or*** public order in the *Union*. Without prejudice and in addition to the cooperation mechanism pursuant to Regulation (EU) 2019/452²⁶, greater awareness of such participation or contribution is necessary to allow intervention of public authorities if it

appears that they are likely to affect security or public order in the Union and the participation or contribution does not fall under the scope of Regulation (EU) 2019/452.

²⁶ 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).

²⁶ 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).

Amendment 74

Proposal for a regulation Recital 64

Text proposed by the Commission

(64) While maintenance is and will remain the main responsibility of the Member States, it is important that the trans-European transport network – once built – is properly maintained to ensure a high quality of services. A life cycle approach should be followed when planning and procuring infrastructure projects.

Amendment

(64) While maintenance is and will remain the main responsibility of the Member States, it is important that the trans-European transport network – once built – is properly maintained to ensure a high quality of services. A life cycle approach should be followed when planning and procuring infrastructure projects, ***and should be taken into account in order to receive funding from the CEF. Maintenance works should be conducted in compliance with Commission Delegated Decision (EU) 2017/2075.***

Amendment 75

Proposal for a regulation Recital 66

Text proposed by the Commission

(66) European Transport Corridors should help to develop the infrastructure of the trans-European transport network in such a way as to address bottlenecks, enhance cross-border connections and improve

Amendment

(66) European Transport Corridors should help to develop the infrastructure of the trans-European transport network in such a way as to address bottlenecks, ***administrative burden,*** enhance cross-

efficiency and sustainability. They should contribute to cohesion through improved territorial cooperation. They should also address wider transport policy objectives and facilitate interoperability, modal integration and multimodal operations. The corridor approach should be transparent and clear and the management of such corridors should not create additional administrative burdens or costs.

border connections, *in particular for rail*, and improve efficiency and sustainability. They should contribute to cohesion through improved territorial cooperation, *including with neighbouring countries*. They should also address wider transport policy objectives and facilitate interoperability, modal integration and multimodal operations. The corridor approach should be transparent and clear and the management of such corridors should not create additional administrative burdens or costs. *The European Transport Coordinators should also encourage the establishment of integrated management structures, including joint ventures, aimed at accelerating the implementation of cross-border infrastructure projects.*

Amendment 76

Proposal for a regulation

Recital 67

Text proposed by the Commission

(67) In agreement with the Member State concerned, European Coordinators should facilitate the coordinated implementation of the European Transport Corridors and of the two horizontal priorities, ERTMS and European Maritime Space. They should facilitate measures to design the right governance structure and to identify the priority investments along the European Transport Corridors and of the two horizontal priorities.

Amendment

(67) In agreement with the Member State concerned, *and after consulting the neighbouring countries concerned*, European Coordinators should facilitate the coordinated implementation of the European Transport Corridors and of the two horizontal priorities, ERTMS and European Maritime Space. They should facilitate measures to design the right governance structure and to identify the priority investments along the European Transport Corridors and of the two horizontal priorities.

Amendment 77

Proposal for a regulation

Recital 69

Text proposed by the Commission

(69) The work plans of the European Coordinators should be used to promote cooperation between all relevant stakeholders, *to* strengthen complementarity with actions by *Member States* and infrastructure managers and in particular *to* set the milestones and priorities for investments. Based on the work plans, the Commission should adopt implementing acts setting out the priorities for infrastructure planning and for funding.

Amendment

(69) The work plans of the European Coordinators should be used to promote cooperation between all relevant stakeholders, ***including where appropriate relevant stakeholders from neighbouring countries. They should*** strengthen complementarity with actions by ***public authorities*** and infrastructure managers and in particular set the milestones and priorities for investments. Based on the work plans, the Commission should adopt implementing acts setting out the priorities for infrastructure planning and for funding ***in the Member States. Funding from the Union cannot be granted if priorities laid down at European level are not respected.***

Amendment 78

Proposal for a regulation Recital 69 a (new)

Text proposed by the Commission

Amendment

(69 a) In order to avoid stranded assets in Member States, due to significant delays on TEN-T projects in neighbouring countries, the Commission should closely monitor the planning, the start and the completion of work of the projects on the networks, as set in the implementing acts. The Commission should submit annual reports to the European Parliament and national Parliaments. In the event of significant delays, that is delays of more than 2 years, the Commission should immediately launch infringement procedures.

Amendment 79

Proposal for a regulation Recital 69 b (new)

Text proposed by the Commission

Amendment

(69 b) *The European Coordinator may cooperate with relevant international organisations, such as the Transport Community established under the Transport Community Treaty^{1a} in the field of road, rail, inland waterway and maritime transport, as well as the development of the transport network between the European Union and the South East European Parties.*

^{1a} *OJ L 278, 27.10.2017, p. 3.*

Amendment 80

Proposal for a regulation Recital 69 c (new)

Text proposed by the Commission

Amendment

(69 c) *Based on the work plans, the Union should also be able to conclude high-level agreements with the neighbouring countries concerned, setting out the priorities for infrastructure planning and for funding on their territory.*

Amendment 81

Proposal for a regulation Recital 70

Text proposed by the Commission

Amendment

(70) The technical basis of the maps specifying the trans-European transport network is provided by the interactive geographical and technical information system for the trans-European transport network (TENtec).

(70) The technical basis of the maps specifying the trans-European transport network is provided by the interactive geographical and technical information system for the trans-European transport network (TENtec), *provides the technical basis of the maps reflecting the evolution of the trans-European transport network*

with a view of achieving the corresponding final goals reflected in Annex I and in the lists of Annex II of this Regulation.

Amendment 82

Proposal for a regulation Recital 70 a (new)

Text proposed by the Commission

Amendment

(70 a) *Military mobility aims to harmonise rules across the Member States and to explore the potential of a civilian-military (“dual use”) approach to infrastructure development in order to reinforce the Union’s defence and resilience.*

Amendment 83

Proposal for a regulation Recital 71 a (new)

Text proposed by the Commission

Amendment

(71 a) *Russia’s war of aggression against Ukraine has confirmed the urgent need to strengthen the Union’s ability to move military forces at the necessary scale and speed and to step up efforts to substantially enhance military mobility. As highlighted by the EU “Strategic Compass for Security and Defence” adopted by the Council on 21 March 2022,- For a European Union that protects its citizens, values and interests and contributes to international peace and security – the Union needs to strengthen dual-use transport infrastructure across the trans-European transport network in order to promote rapid and seamless movement of military personnel, material and equipment for operational deployments and exercises, including humanitarian transport, and to*

substantially decrease red tape through simplified and uniform administrative procedures, especially for customs requirements. There is a dedicated budget for dual-use transport infrastructure projects under the CEF for the period 2021-2027 (CEF II). However, the limited budget allocation for Military Mobility, representing a budget of EUR 1,69 billion, as adopted in 2020, should be substantially and rapidly increased in order to adapt the TEN-T network to the new geopolitical landscape and improve dual civil and defence use across the Union.

Amendment 84

Proposal for a regulation

Recital 72

Text proposed by the Commission

(72) In order to maximise consistency between the guidelines and the programming of the relevant financial instruments available at Union level, trans-European transport network funding should comply with this Regulation and be based, in particular, on Regulation (EU) No 2021/1153 of the European Parliament and of the Council²⁹. In addition, network funding should also build on funding and financing instruments provided under other Union law, including InvestEU, the Recovery and Resilience Facility, Cohesion Policy, Horizon Europe and other financing instruments established by the European Investment Bank. To enable the financing of projects of common interest, references to ‘multimodal logistics platforms’, ‘motorways of the sea’ and ‘telematic applications’ in Regulation (EU) 2021/1153 should be respectively construed as references to ‘multimodal freight terminals’, ‘European Maritime Space’ and ‘ICT systems for transport’ as defined in this Regulation. For the same

Amendment

(72) In order to maximise consistency between the guidelines and the programming of the relevant financial instruments available at Union level, trans-European transport network funding should comply with this Regulation and be based, in particular, on Regulation (EU) No 2021/1153 of the European Parliament and of the Council²⁹. In addition, network funding should also build on funding and financing instruments provided under other Union law, including InvestEU, the Recovery and Resilience Facility, Cohesion Policy, Horizon Europe, **Innovation Fund**, and other financing instruments established by the European Investment Bank. To enable the financing of projects of common interest, references to ‘multimodal logistics platforms’, ‘motorways of the sea’ and ‘telematic applications’ in Regulation (EU) 2021/1153 should be respectively construed as references to ‘multimodal freight terminals’, ‘European Maritime Space’ and ‘ICT systems for transport’ as

purpose, references to ‘*core* network’ in Regulation (EU) 2021/1153 should be construed as including ‘extended core network’ as defined in this Regulation.

defined in this Regulation. For the same purpose, references to ‘*comprehensive* network’ in Regulation (EU) 2021/1153 should be construed as including ‘extended core network’ as defined in this Regulation, *unless a Member State has already completed its core network*.

²⁹ Regulation (EU) No 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (OJ L 249, 14.7.2021, p. 38).

²⁹ Regulation (EU) No 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (OJ L 249, 14.7.2021, p. 38).

Amendment 85

Proposal for a regulation Recital 73 a (new)

Text proposed by the Commission

Amendment

(73 a) *The current budget of the Connecting Europe Facility 2021-2027 (CEF II) has proven insufficient given the rising needs of the transport sector and the new geopolitical context as well as the enhanced TEN-T infrastructure requirements. The Commission and Member States should explore new funding opportunities and plan an ambitious successor programme to CEF II for the MFF post-2027, with reinforced funding. This CEF III should be properly funded and significantly increased, and include a dedicated “external transport” envelope in order to increase cooperation with third countries in terms of cross-border projects and infrastructure deployment.*

Amendment 86

Proposal for a regulation Recital 73 b (new)

Text proposed by the Commission

Amendment

(73 b) *An increased budget and resources should also be reflected and proportional to the increase of competences and roles of the relevant European agencies, including the European Railway Agency.*

Amendment 87

Proposal for a regulation Recital 73 c (new)

Text proposed by the Commission

Amendment

(73 c) *The Commission should ensure that the European Coordinators have sufficient resources and support to perform the tasks prescribed to them in this legislation: Particularly with an increased scope of the coordinators' roles and their cross-border responsibilities, the Commission should allocate sufficient budget and personnel to European Coordinators.*

Amendment 88

Proposal for a regulation Recital 74 a (new)

Text proposed by the Commission

Amendment

(74 a) *The inclusion of transport nodes (ports, airports, and urban nodes) in Annexes I and II entails the application of other EU legal acts. In order to provide legal certainty and to enable long-term strategic planning, it is essential to keep the network as stable as possible and avoid exclusions, by taking into account their European added value for the internal market and their geostrategic relevance to the Union's defence.*

Amendment 89

Proposal for a regulation Recital 77

Text proposed by the Commission

(77) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission *as regards* implementing acts which specify reference water levels and minimum requirements per river basin (good navigation status), which define a single entity for the construction and management of cross-border infrastructure projects of common interest, which establish a methodology for the urban mobility data to be collected by Member States and implementing acts for each work plan of the European Transport Corridors and the two horizontal priorities as well as for the implementation of specific sections of the European Transport Corridor or for the implementation of specific transport infrastructure requirements of the European Transport Corridor or of the horizontal priorities. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council³².

³² Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

Amendment 90

Proposal for a regulation Article 2 – paragraph 1

Amendment

(77) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission as regards implementing acts which specify reference water levels and minimum requirements per *corridor, per* river basin *or per waterway section* (good navigation status), which define a single entity for the construction and management of cross-border infrastructure projects of common interest, which establish a methodology for the urban mobility data to be collected by Member States and implementing acts for each work plan of the European Transport Corridors and the two horizontal priorities, as well as for the implementation of specific sections of the European Transport Corridor or for the implementation of specific transport infrastructure requirements of the European Transport Corridor or of the horizontal priorities. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council³².

³² Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

Text proposed by the Commission

1. This Regulation applies to the trans-European transport network as shown on the maps set out in Annex I. The trans-European transport network comprises transport infrastructure, including infrastructure for the deployment of alternative fuels, ICT systems for transport ***as well as measures promoting the efficient management and use of such infrastructure and permitting the establishment and operation of sustainable and efficient transport services.***

Amendment 91

Proposal for a regulation

Article 3 – paragraph 1 – point e

Text proposed by the Commission

(e) 'bottleneck' means a physical, technical, functional, operational or administrative barrier which leads to a system break ***affecting the continuity*** of long-distance or cross-border flows;

Amendment 92

Proposal for a regulation

Article 3 – paragraph 1 – point f

Text proposed by the Commission

(f) 'urban node' means ***an*** urban area where elements of the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, ***logistic platforms*** and facilities and freight terminals, located in ***and*** around the urban area, are

Amendment

1. This Regulation applies to the trans-European transport network as shown on the maps set out in Annex I. The trans-European transport network comprises transport infrastructure, including infrastructure for the deployment of alternative fuels ***and*** ICT systems for transport ***according to Directive 2014/94/EU of the European Parliament and of the Council and Directive 2010/40/EU of the European Parliament and of the Council, respectively.***

Amendment

(e) 'bottleneck' means a physical, technical, functional, operational or administrative barrier which leads to a system break, ***congestion or standstills in either direction of traffic, or recurrent interruptions*** of long-distance or cross-border flows;

Amendment

(f) 'urban node' means ***a functional*** urban area where elements of the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, ***infrastructure for active modes, multimodal freight hubs*** and facilities, ***train turnaround terminals*** and

connected with other elements of that infrastructure and with the infrastructure for regional and local traffic;

freight terminals, located in *or* around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local *and urban* traffic *of passengers and freight*;

Amendment 93

Proposal for a regulation Article 3 – paragraph 1 – point k

Text proposed by the Commission

(k) 'interoperability' means the ability, including all the regulatory, technical and operational conditions, of the infrastructure, including digital infrastructure in a transport mode or segment, to allow safe and uninterrupted traffic and information flows which achieve the required levels of performance for that infrastructure mode or segment;

Amendment

(k) 'interoperability' means the ability, including all the regulatory, technical, *administrative* and operational conditions, of the infrastructure, including digital infrastructure in a transport mode or segment, *as well as between different modes*, to allow safe and uninterrupted traffic and information flows which achieve the required levels of performance for that infrastructure mode or segment;

Amendment 94

Proposal for a regulation Article 3 – paragraph 1 – point l

Text proposed by the Commission

(l) 'multimodal passenger hub' means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface between urban nodes and longer-distance transport networks;

Amendment

(l) 'multimodal passenger hub' means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface *within and* between urban nodes and longer-distance transport networks;

Amendment 95

Proposal for a regulation Article 3 – paragraph 1 – point m

Text proposed by the Commission

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

Amendment

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

Amendment 96

**Proposal for a regulation
Article 3 – paragraph 1 – point n**

Text proposed by the Commission

(n) 'logistic platform' means an area which is directly linked to the transport infrastructure of the trans-European transport network, which includes at least one freight terminal and enables logistics activities to be carried out;

Amendment

deleted

Amendment 97

**Proposal for a regulation
Article 3 – paragraph 1 – point p**

Text proposed by the Commission

(p) 'active modes' means the transport of people or goods, through non-motorised means, based on human physical activity;

Amendment

(p) 'active modes' means the transport of people or goods, through non-motorised means, based on human physical activity ***or by a combination of electric motor and human power;***

Amendment 98

**Proposal for a regulation
Article 3 – paragraph 1 – point q**

Text proposed by the Commission

(q) 'ICT systems for transport' means information and communications technology systems and applications using information, communication, navigation or positioning/localisation technologies, enabling to process, store and exchange the data and information needed to manage infrastructure, mobility and traffic on the trans-European transport network effectively, to report relevant information to authorities and to provide value-added services to citizens, shippers and operators, including systems for resilient, safe, secure, environmentally sound and capacity-efficient use of the network. They include systems, technologies and services referred to in points (r) to (x) and may also include on-board devices with corresponding infrastructure components;

Amendment

(q) 'ICT systems for transport' means information and communications technology systems and applications using information, communication, navigation or positioning/localisation **technologies, including space based** technologies, enabling to process, store and exchange the data and information needed to manage infrastructure, mobility and traffic on the trans-European transport network effectively, to report relevant information to authorities and to provide value-added services to citizens, shippers and operators, including systems for resilient, safe, secure, environmentally sound and capacity-efficient use of the network. They include systems, technologies and services referred to in points (r) to (x) and may also include on-board devices with corresponding infrastructure components;

Amendment 99

Proposal for a regulation

Article 3 – paragraph 1 – point v

Text proposed by the Commission

(v) 'Air Traffic Management / **Air Navigation Service System**' (**ATM/ANS System**) means **systems and constituents used for the provision of** air traffic management **or air navigation services or both**;

Amendment

(v) 'Air Traffic Management (**ATM**)' means **the aggregation of the airborne, ground-based and space-based functions and services (air traffic services, airspace management and air traffic flow management) required to ensure the safe and efficient movement of aircraft during all phases of operations**;

Amendment 100

Proposal for a regulation

Article 3 – paragraph 1 – point w

Text proposed by the Commission

(w) 'European Rail Traffic Management System' (ERTMS) means the system defined in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919³⁸ ;

³⁸ Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1).

Amendment

(w) 'European Rail Traffic Management System' (ERTMS) means the system defined in the Annex, point 2.2, to the Commission Regulation (EU) 2016/919³⁸, **and in the context of implementation deadlines, it refers to the two existing ERTMS parts: ETCS and GSM-R/GPRS/FRMCS;**

³⁸ Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1).

Amendment 101

Proposal for a regulation

Article 3 – paragraph 1 – point x

Text proposed by the Commission

(x) 'radio-based ERTMS' means **ERTMS of** level 2 or level 3 that uses radio to pass **movement authorities to the** train pursuant to Commission Regulation (EU) 2016/919³⁹ ;

³⁹ Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p.1).

Amendment

(x) 'radio-based ERTMS' means **the radio based train control system ETCS application** level 2 or level 3 that **can be used with or without a class B system and with or without lineside signals and** uses radio (**GSM-R/GPRS/FRMCS**) to pass **all safety and non-safety related data exchange between track and** train pursuant to Commission Regulation (EU) 2016/919³⁹;

³⁹ Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p.1).

Amendment 102

Proposal for a regulation

Article 3 – paragraph 1 – point y a (new)

Text proposed by the Commission

Amendment

(ya) 'free-flowing river' means a river that supports connectivity of water, sediment, nutrients, matter and organisms within the river system and with surrounding landscapes, in all of the following four dimensions: longitudinal (connectivity between up- and downstream); lateral (connectivity to floodplain and riparian areas); vertical (connectivity to groundwater and atmosphere); and temporal (connectivity based on seasonality of fluxes);

Amendment 103

Proposal for a regulation

Article 3 – paragraph 1 – point z

Text proposed by the Commission

Amendment

(z) 'maritime port' means an area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of **waterborne** vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area;

(z) 'maritime port' means an area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of **sea-going** vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area;

Amendment 104

Proposal for a regulation

Article 3 – paragraph 1 – point aa

Text proposed by the Commission

Amendment

(aa) 'short-sea shipping' means the

(aa) 'short-sea shipping' means the

movement of cargo and passengers by sea between ports situated in geographical waters of Member States or between a port situated in waters of Member States and a port situated in waters of a neighbouring third country having a coastline on the **enclosed** seas bordering waters of **the Union**;

movement of cargo and passengers by sea between ports situated in geographical waters of **one or several** Member States or between a port situated in waters of Member States and a port situated in waters of a neighbouring third country having a coastline on the seas bordering waters of **one or several Member States**;

Amendment 105

Proposal for a regulation

Article 3 – paragraph 1 – point aj

Text proposed by the Commission

(aj) ‘maintenance’ means activities that have to be undertaken routinely, periodically **or in emergency situations** in order to **be able to use the asset over its expected service life cycle with the same** level of **service** and safety, in line with this Regulation;

Amendment

(aj) ‘maintenance’ means activities **and works** that have to be undertaken routinely **or periodically with the intention of maintaining the condition and capability of existing infrastructure during its lifetime** in order to **ensure high** level of **services** and safety, in line with this Regulation;

Amendment 106

Proposal for a regulation

Article 3 – paragraph 1 – point an a (new)

Text proposed by the Commission

Amendment

(an a) ‘**project authorising decision**’ means the decision or a set of decisions, which may be of an administrative nature, taken simultaneously or successively by an authority or by authorities of a Member State, not including administrative and judicial appeal authorities, under a national legal system and administrative law that determine whether or not a project promoter is entitled to implement the project on the geographical area concerned on the trans-European transport network, without prejudice to any decision taken in the context of an administrative or

judicial appeal procedure in accordance with Directive (EU) 2021/1187 of the European Parliament and the Council (the "Smart TEN-T Directive");

Amendment 107

Proposal for a regulation
Article 3 – paragraph 1 – point an b (new)

Text proposed by the Commission

Amendment

(an b) ‘designated authority’ means the authority which is the point of contact for the project promoter and which facilitates the efficient and structured processing of permit-granting procedures in accordance with Directive (EU) 2021/1187 of the European Parliament and the Council (the “Smart TEN-T Directive”);

Amendment 108

Proposal for a regulation
Article 3 – paragraph 1 – point an c (new)

Text proposed by the Commission

Amendment

(an c) ‘critical infrastructure’ means an asset, system or part thereof used for transport purposes and located in one or more Member States which is essential for the maintenance of vital societal functions, health, safety, security, defence, economic or social well-being of people, and the disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions;

Amendment 109

Proposal for a regulation
Article 3 – paragraph 1 – point an d (new)

Text proposed by the Commission

Amendment

(an d) ‘EuroVelo’ means the European network of long-distance cycle routes that cross and connect the European continent, including the 17 EuroVelo routes in the network;

Amendment 110

Proposal for a regulation

Article 3 – paragraph 1 – point an e (new)

Text proposed by the Commission

Amendment

(an e) ‘network connectivity index’ means an index which indicates the level of integration achieved through the use of services on each transport network and showing their potential, composed of weighted connectivity indexes for the main transport modes which identify the consistency, the quality, non-discriminatory access for all market participants, the diversity of the offer as well as the inter-modality possibilities between transport modes.

Amendment 111

Proposal for a regulation

Article 3 – paragraph 1 – point an f (new)

Text proposed by the Commission

Amendment

(an f) ‘significant delay’ means projects, operational and technical standards on the core, extensive and comprehensive network which are delayed for more than two years in relation to the implementing deadlines laid down in this Regulation, and in implementing acts provided for therein;

Amendment 112

Proposal for a regulation
Article 4 – paragraph 2 – introductory part

Text proposed by the Commission

2. The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is sustainable, efficient and resilient and which increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:

Amendment

2. The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is **competitive**, sustainable, efficient and resilient and which increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:

Amendment 113

Proposal for a regulation
Article 4 – paragraph 2 – point a – point i

Text proposed by the Commission

(i) promotion of **zero-emission** mobility in line with the relevant Union CO₂ reduction targets;

Amendment

(i) promotion of **zero- and low-emission** mobility in line with the relevant Union CO₂ reduction targets;

Amendment 114

Proposal for a regulation
Article 4 – paragraph 2 – point a – point ii

Text proposed by the Commission

(ii) enabling greater use of more sustainable modes of transport, including by further developing a long-distance rail passenger network at high speed and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network across the Union;

Amendment

(ii) enabling greater use of more sustainable modes of transport, including by further developing a **fully interoperable** long-distance rail passenger network at high speed and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network **for passengers and freight** across the Union;

Amendment 115

Proposal for a regulation

Article 4 – paragraph 2 – point a – point iv

Text proposed by the Commission

(iv) reduction of **external costs** including those related to environment, health, congestion and accidents;

Amendment

(iv) reduction of **negative externalities** including those related to environment, **climate**, health, congestion and accidents;

Amendment 116

Proposal for a regulation

Article 4 – paragraph 2 – point a – point v a (new)

Text proposed by the Commission

Amendment

(v a) contribution to the deployment of decarbonisation technologies, including through alternative fuels infrastructure, and optimization of synergies with the Regulation (EU) 2022/869 of the European Parliament and of the Council^{1a};

^{1a} **Regulation (EU) 2022/869 of the European Parliament and of the Council of 30 May 2022 on guidelines for trans-European energy infrastructure, amending Regulations (EC) No 715/2009, (EU) 2019/942 and (EU) 2019/943 and Directives 2009/73/EC and (EU) 2019/944, and repealing Regulation (EU) No 347/2013 (OJ L 152, 3.6.2022, p. 45).**

Amendment 117

Proposal for a regulation

Article 4 – paragraph 2 – point a – point v b (new)

Text proposed by the Commission

Amendment

(v b) promotion of active modes infrastructure;

Amendment 118

Proposal for a regulation

Article 4 – paragraph 2 – point b – point i

Text proposed by the Commission

(i) accessibility and connectivity of all regions of the Union, **including** outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;

Amendment

(i) accessibility and connectivity of all regions of the Union, **paying particular attention to** outermost regions and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas;

Amendment 119

Proposal for a regulation

Article 4 – paragraph 2 – point b – point ii

Text proposed by the Commission

(ii) reduction of infrastructure quality gaps between Member States;

Amendment

(ii) reduction of infrastructure quality gaps **while increasing the capacity of the network within and** between Member States;

Amendment 120

Proposal for a regulation

Article 4 – paragraph 2 – point b – point iii

Text proposed by the Commission

(iii) for both passenger and freight traffic, efficient coordination and interconnection between transport infrastructure for, on the one hand, long-distance traffic and, on the other, regional and local traffic **and** transport services in urban nodes;

Amendment

(iii) for both passenger and freight traffic, efficient coordination and interconnection between transport infrastructure for, on the one hand, long-distance traffic and, on the other, regional and local traffic **in order to improve** transport services, **including** in urban nodes;

Amendment 121

Proposal for a regulation

Article 4 – paragraph 2 – point b – point iv a (new)

Text proposed by the Commission

Amendment

(iv a) European digital interoperable systems for management of all transport modes networks;

Amendment 122

Proposal for a regulation

Article 4 – paragraph 2 – point b – point iv b (new)

Text proposed by the Commission

Amendment

(iv b) increase the network connectivity index;

Amendment 123

Proposal for a regulation

Article 4 – paragraph 2 – point c – point i

Text proposed by the Commission

Amendment

(i) the removal of infrastructure bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these, within Member States' territories and between *them*;

(i) the removal of infrastructure bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these, within Member States' territories and between ***Member States, and connecting, where appropriate, to neighbouring third countries;***

Amendment 124

Proposal for a regulation

Article 4 – paragraph 2 – point c – point iii

Text proposed by the Commission

Amendment

(iii) the interoperability of national, regional and local transport networks;

(iii) the interoperability of ***European, national, regional and local transport networks through common European technical and operational rules and standards, technical equipment requirements, staff certification, including***

such as the use of a single Union-wide language for cross-border rail transport;

Amendment 125

Proposal for a regulation

Article 4 – paragraph 2 – point c – point vii a (new)

Text proposed by the Commission

Amendment

(vii a) optimisation of the capacity of the rail network;

Amendment 126

Proposal for a regulation

Article 4 – paragraph 2 – point c – point vii b (new)

Text proposed by the Commission

Amendment

(vii b) continuous and efficient maintenance programs;

Amendment 127

Proposal for a regulation

Article 4 – paragraph 2 – point c – point vii c (new)

Text proposed by the Commission

Amendment

(vii c) greater coordination on infrastructure works between Member State for cross-border projects;

Amendment 128

Proposal for a regulation

Article 4 – paragraph 2 – point c – point vii d (new)

Text proposed by the Commission

Amendment

(vii d) eliminating bottle-necks sections, in particular for cross-border links;

Amendment 129

Proposal for a regulation

Article 4 – paragraph 2 – point d – point i

Text proposed by the Commission

(i) ensuring the accessibility for and meeting the mobility and transport needs of users, taking into account in particular the needs of people in situations of vulnerability, including persons with disabilities or reduced mobility and people living in remote regions, including the outermost regions and islands;

Amendment

(i) ensuring the accessibility for and meeting the mobility and transport needs of users, taking into account in particular the needs of people in situations of vulnerability, including persons with disabilities or reduced mobility and people living in remote regions, including the outermost regions and islands, ***and in rural and sparsely populated areas, thereby preventing and mitigating mobility poverty***;

Amendment 130

Proposal for a regulation

Article 4 – paragraph 2 – point d – point ii

Text proposed by the Commission

(ii) ensuring safe, secure and high-quality standards, including quality of services to the users, for both passenger and freight transport;

Amendment

(ii) ensuring safe, secure and high-quality standards, including quality of services to the users, for both passenger and freight transport, ***as well as good working conditions for workers***;

Amendment 131

Proposal for a regulation

Article 4 – paragraph 2 – point d – point v

Text proposed by the Commission

(v) ensuring the resilience of infrastructure, in particular on cross-border sections;

Amendment

(v) ensuring the resilience of infrastructure, in particular on cross-border sections ***and critical infrastructure***;

Amendment 132

Proposal for a regulation

Article 4 – paragraph 2 – point d – point vi a (new)

Text proposed by the Commission

Amendment

(vi a) ensuring, where relevant, the adaptation of parts of the trans-European transport network for the dual use of the infrastructure to address both civilian and defence needs, paying particular attention to key routes of geostrategic importance for the Union;

Amendment 133

Proposal for a regulation

Article 4 – paragraph 2 – point d – point vi b (new)

Text proposed by the Commission

Amendment

(vi b) supporting seamless mobility in the Union through the implementation and strict enforcement of the common technical and operational standards of the infrastructure;

Amendment 134

Proposal for a regulation

Article 4 – paragraph 2 – point d – point vi c (new)

Text proposed by the Commission

Amendment

(vi c) ensuring common European digital and interoperable systems for passengers information and ticketing and freight transport coordination;

Amendment 135

Proposal for a regulation

Article 4 – paragraph 2 – point d – point vi d (new)

Text proposed by the Commission

Amendment

(vi d) ensuring provision of data necessary for digital management of networks;

Amendment 136

Proposal for a regulation

Article 4 – paragraph 2 – point d – point vi e (new)

Text proposed by the Commission

Amendment

(vi e) ensuring adequate maintenance that ensures the quality of the transport infrastructure, and maximises the life cycle value for money invested in infrastructure;

Amendment 137

Proposal for a regulation

Article 5 – title

Text proposed by the Commission

Amendment

Resource-efficient network and environmental protection

Resource-efficient, ***resilient*** network and environmental protection

Amendment 138

Proposal for a regulation

Article 5 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(a a) the development and application of common European rules for implementation of common projects especially in cross border sections;

Amendment 139

Proposal for a regulation

Article 5 – paragraph 1 – point b

Text proposed by the Commission

(b) the optimisation of infrastructure integration and interconnection;

Amendment

(b) the optimisation of infrastructure integration and interconnection ***in order to foster multimodality***;

Amendment 140

Proposal for a regulation

Article 5 – paragraph 1 – point f

Text proposed by the Commission

(f) the taking into account of possible synergies with other networks, in particular the trans-European energy or telecommunication networks;

Amendment

(f) the taking into account of possible synergies with other networks, ***including active modes***, in particular the trans-European energy or telecommunication networks ***including the whole electric grid in order to ensure consistency between the recharge infrastructure planning and the respective grid planning ; synergies with the EuroVelo network or network identified in EU Military Requirements for Military Mobility***;

Amendment 141

Proposal for a regulation

Article 5 – paragraph 1 – point g

Text proposed by the Commission

(g) the development of green, sustainable and climate resilient infrastructure designed to minimise the negative impact on the health of citizens living around the network, the environment and degradation of ecosystems;

Amendment

(g) the development of green, sustainable and climate resilient infrastructure, ***including infrastructure dedicated to active modes***, designed to minimise the negative impact on the health of citizens living around the network, the environment, ***air and noise pollution***, and degradation of ecosystems;

Amendment 142

Proposal for a regulation

Article 5 – paragraph 1 – point h

Text proposed by the Commission

(h) the adequate consideration of the resilience of the transport network and its infrastructure with regard to a changing climate as well as natural hazards and human-made disasters, as well as intentional disruptions with a view to addressing those challenges;

Amendment

(h) the adequate consideration of the resilience of the transport network and its **critical** infrastructure with regard to a changing climate as well as natural hazards, **geopolitical changes** and human-made disasters, as well as intentional disruptions **including by natural persons or undertakings from third countries**, with a view to addressing those challenges; **particular consideration shall be given to critical infrastructure, in order to ensure supply in times of disruptions;**

Amendment 143

**Proposal for a regulation
Article 5 – paragraph 3**

Text proposed by the Commission

3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC⁴⁹, Directives 2000/60/EC⁵⁰, 2001/42/EC⁵¹, 2002/49/EC⁵², 2009/147/EC⁵³ and 2011/92/EU of the European Parliament and of the Council⁵⁴. For the projects of common interest for which the environmental assessment has not yet been carried out at the date of entry into force of this Regulation, it should also include the assessment of the compliance with the “do no significant harm” principle.

Amendment

3. The environmental assessment of plans and projects shall be carried out in accordance with Council Directive 92/43/EEC⁴⁹, Directives 2000/60/EC⁵⁰, 2001/42/EC⁵¹, 2002/49/EC⁵², 2009/147/EC⁵³ and 2011/92/EU of the European Parliament and of the Council⁵⁴. For the projects of common interest for which the environmental assessment has not yet been carried out at the date of entry into force of this Regulation, it should also include the assessment of the compliance with the “do no significant harm” principle. **Those environmental assessments shall be carried out in strict compliance with the maximum timeframe set in the Smart TEN-T Directive.**

⁴⁹ Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7).

⁵⁰ Directive 2000/60/EC of the European Parliament and of the Council of 23

⁴⁹ Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7).

⁵⁰ Directive 2000/60/EC of the European Parliament and of the Council of 23

October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1).

⁵¹ Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (OJ L 197, 21.7.2001, p. 30).

⁵² Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise (OJ L 189 18.7.2002, p. 12).

⁵³ Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (OJ L 20, 26.1.2010, O. 7).

⁵⁴ Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.2012, p. 1).

October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1).

⁵¹ Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (OJ L 197, 21.7.2001, p. 30).

⁵² Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise (OJ L 189 18.7.2002, p. 12).

⁵³ Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (OJ L 20, 26.1.2010, O. 7).

⁵⁴ Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.2012, p. 1).

Amendment 144

Proposal for a regulation Article 6 – paragraph 3

Text proposed by the Commission

3. The core and extended core network shall consist of those parts of the trans-European transport network which shall be developed as a matter of priority for achieving the objectives for the development of the trans-European transport network.

Amendment

3. The core and extended core network shall consist of those parts of the trans-European transport network which shall be developed **by the Member States** as a matter of priority for achieving the objectives for the development of the trans-European transport network. ***In order to comply with all deadlines, Member States shall ensure the completion of the core network has priority over the completion of the extended core and comprehensive networks;***

Amendment 145

Proposal for a regulation
Article 8 – paragraph 2 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

At the request of a Member State or Member States concerned, in duly justified cases, the Commission may grant exemptions from the requirements of point b, for specific projects deemed essential to ensure necessary military mobility across the Union in line with article 47a of this Regulation.

Amendment 146

Proposal for a regulation
Article 8 – paragraph 3

Text proposed by the Commission

Amendment

3. A project of common interest encompasses its entire cycle, including feasibility studies and permission procedures, construction, operation and evaluation.

3. A project of common interest encompasses its entire cycle, including feasibility studies and permission procedures, construction, operation ***(including maintenance)*** and evaluation.

Amendment 147

Proposal for a regulation
Article 8 – paragraph 4

Text proposed by the Commission

Amendment

4. Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union and national law, ***in particular with Union legal acts on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility as well as legislation on non-discrimination.***

4. Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union and national law.

Amendment 148

Proposal for a regulation Article 8 – paragraph 5

Text proposed by the Commission

5. The Commission may require Member States by means of an implementing act to establish a single entity for the construction and management of cross-border infrastructure projects of common interest. The relevant European Coordinator shall have the status of observer in the management or supervisory board or in both of that single entity.

Amendment

5. The Commission may require Member States by means of an implementing act to establish a single entity for the **planning**, construction and management of cross-border infrastructure projects of common interest. The relevant European Coordinator shall have the status of observer in the management or supervisory board or in both of that single entity.

Amendment 149

Proposal for a regulation Article 8 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5 a. Member States shall take all necessary measures to ensure that the projects are maintained in such a way that they provide the same level of service and safety, and ensure sufficient capacity, throughout their lifetime.

Amendment 150

Proposal for a regulation Article 8 – paragraph 5 b (new)

Text proposed by the Commission

Amendment

5 b. Member States shall take all necessary measures to ensure continuity in investment for transport project of common interest. In case of discontinuing or downsizing investment, Member States shall justify their decision, based on a socio-economic cost-benefit analysis, to the Commission.

Amendment 151

Proposal for a regulation Article 8 – paragraph 5 c (new)

Text proposed by the Commission

Amendment

5 c. Where specific permit-granting procedures for priority projects exist under national law, Member States shall ensure that projects of common interest which are part of the core network are handled under those procedures, where and in the manner such treatment is provided for in national legislation applicable to the corresponding types of transport infrastructure. To ensure efficient administrative procedures related to projects of common interest, project promoters and all authorities concerned shall ensure that the most rapid treatment legally possible is given to these projects.

Amendment 152

Proposal for a regulation Article 8 – paragraph 5 d (new)

Text proposed by the Commission

Amendment

5 d. By ... [6 months from the date of entry into force of this Regulation] the Commission shall establish, through an implementing act, a harmonised methodology for the socio-economic cost-benefit analysis of projects of common interest referred to in paragraph 2 and paragraph 5b of this Article. That methodology shall enable a transparent, comparative appraisal of different project proposals under life cycle assessments, including the prioritisation of projects in terms of European added value, notably as regards cross-border sections, missing links, multimodal connecting points and bottlenecks.

Amendment 153

Proposal for a regulation Article 9 – paragraph 1 – point a

Text proposed by the Commission

(a) promote the extension of the trans-European transport network policy into third countries;

Amendment

(a) promote the extension of the trans-European transport network policy into third countries, ***including for the deployment of alternative fuels infrastructure***;

Amendment 154

Proposal for a regulation Article 9 – paragraph 1 – point e

Text proposed by the Commission

(e) facilitate maritime transport and promote short-sea shipping routes with third countries;

Amendment

(e) facilitate maritime transport and promote short-sea shipping routes with third countries, ***including third countries in direct proximity to the Union's outermost regions***;

Amendment 155

Proposal for a regulation Article 9 – paragraph 1 – point h a (new)

Text proposed by the Commission

Amendment

(h a) facilitate railway transport with third countries.

Amendment 156

Proposal for a regulation Article 9 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. In the next Multiannual Financial

Framework (MMF) 2028-2035, a budget envelope dedicated to “external transport” shall be created in the CEF III, in order to increase cooperation with third countries in terms of cross-border projects and infrastructure deployment. That new financial envelope shall be at least 30 % of the amount of the current CEF programme and shall be provided under Heading 5 (Security and Defence) and Heading 6 (Neighbourhood and the world) of the MFF.

Amendment 157

Proposal for a regulation Article 10 – paragraph 2

Text proposed by the Commission

2. The core network and extended core network shall consist of those parts of the comprehensive network which shall be developed as a matter of priority for achieving the objectives of the trans-European transport network policy. References to ‘**core** network’ in Regulation (EU) 2021/1153 shall be construed as including ‘extended core network’ as defined in this Regulation. References to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘core network’ as defined in this Regulation. References to ‘comprehensive network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.

Amendment

2. The core network and extended core network shall consist of those parts of the comprehensive network which shall be developed as a matter of priority for achieving the objectives of the trans-European transport network policy. References to ‘**comprehensive** network’ in Regulation (EU) 2021/1153 shall be construed as including ‘extended core network’ as defined in this Regulation, ***until a Member State has already completed its core network. Once a Member state has completed its core network, references to ‘core network’ in Regulation (EU) 2021/1153 shall be construed as including ‘extended core network’ as defined in this Regulation.*** References to ‘core network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘core network’ as defined in this Regulation. References to ‘comprehensive network’ in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] shall be construed as references to ‘extended core network’ and ‘comprehensive network’ as defined in this Regulation.

Amendment 158

Proposal for a regulation Article 11 – paragraph 2

Text proposed by the Commission

2. Member States shall take the appropriate measures for the European Transport Corridors to be developed in order to comply with the provisions of this Regulation, by 31 December 2030 for their infrastructure which is part of the core network, unless specified otherwise, and by 31 December 2040 for their infrastructure which is part of the extended core network, unless specified otherwise.

Amendment

2. Member States shall take the appropriate measures for the European Transport Corridors to be developed in order to comply with the provisions of this Regulation, by 31 December 2030 for their infrastructure which is part of the core network, unless specified otherwise ***in this Regulation***, and by 31 December 2040 for their infrastructure which is part of the extended core network, unless specified otherwise ***in this Regulation***.

Amendment 159

Proposal for a regulation Article 12 – paragraph 1 – point a

Text proposed by the Commission

(a) increasing freight and passenger transport activity of more sustainable modes of transport in view of a reduction of GHG emissions from transport;

Amendment

(a) increasing ***the share of*** freight and passenger transport activity of more sustainable modes of transport in view of a reduction of GHG emissions ***and pollution*** from transport;

Amendment 160

Proposal for a regulation Article 12 – paragraph 1 – point b

Text proposed by the Commission

(b) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration territorial and social cohesion ***as well as*** the specific case of the outermost regions and other remote, insular, peripheral and

Amendment

(b) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration territorial and social cohesion, ***and in particular*** the specific case of the outermost regions and other remote, insular, peripheral and

mountainous regions as well as sparsely populated areas;

mountainous regions as well as sparsely populated areas;

Amendment 161

Proposal for a regulation Article 12 – paragraph 1 – point d

Text proposed by the Commission

(d) bridging missing links and removing bottlenecks, particularly in cross-border sections;

Amendment

(d) bridging missing links and removing bottlenecks, particularly in ***relation to in*** cross-border sections ***or cross border links within the meaning of Regulation (EU) 2021/1153;***

Amendment 162

Proposal for a regulation Article 12 – paragraph 1 – point e

Text proposed by the Commission

(e) deploying the necessary infrastructure which ensures a seamless circulation of ***zero-emission*** vehicles;

Amendment

(e) deploying the necessary infrastructure which ensures a seamless circulation of ***zero- and low-emission*** vehicles, ***vessels and aircrafts using alternative fuels as defined in Regulation (EU) [] [on the deployment of alternative fuels infrastructure];***

Amendment 163

Proposal for a regulation Article 12 – paragraph 1 – point f

Text proposed by the Commission

(f) promoting the efficient and sustainable use of the infrastructure and, where necessary, increasing capacity;

Amendment

(f) promoting the efficient, ***seamless*** and sustainable use of the infrastructure and, where necessary, increasing capacity;

Amendment 164

Proposal for a regulation
Article 12 – paragraph 1 – point g

Text proposed by the Commission

(g) keeping existing infrastructure operational and **improving or** maintaining its quality in terms of safety, security, efficiency of the transport system and transport operations, climate and disaster resilience, environmental performance, and the continuity of traffic flows;

Amendment

(g) keeping existing infrastructure operational and **optimizing**, maintaining, **consolidating and upgrading** its quality in terms of safety, security, efficiency of the transport system and transport operations, **resilience of critical infrastructure as well as** climate and disaster resilience, environmental performance, and the continuity of traffic flows;

Amendment 165

Proposal for a regulation
Article 12 – paragraph 1 – point h

Text proposed by the Commission

(h) improving the quality of services and social conditions for transport workers, accessibility for all users, including persons with disabilities or reduced mobility and other people in situations of vulnerability;

Amendment

(h) improving the quality of services and social conditions for transport workers, accessibility for all users, including persons with disabilities or reduced mobility and other people in situations of vulnerability, **preventing and mitigating mobility poverty**;

Amendment 166

Proposal for a regulation
Article 12 – paragraph 1 – point h a (new)

Text proposed by the Commission

Amendment

(h a) ensuring the implementation and strict enforcement of the common operational and technical standards;

Amendment 167

Proposal for a regulation
Article 12 – paragraph 1 – point i

Text proposed by the Commission

(i) implementing and deploying ICT systems for transport.

Amendment

(i) implementing and deploying ICT systems for transport ***and enabling digital enforcement.***

Amendment 168

Proposal for a regulation

Article 12 – paragraph 1 – point i a (new)

Text proposed by the Commission

Amendment

(i a) ensuring that sufficient capacity for rail passenger and freight is reserved on the corridors, with a fair share for each, following the integration of Rail Freight Corridors into the European Transport Corridors;

Amendment 169

Proposal for a regulation

Article 12 – paragraph 1 – point i b (new)

Text proposed by the Commission

Amendment

(i b) seeking synergies across all modes of transport, including active modes, and removing barriers to active mobility, when infrastructure is being upgraded or newly built;

Amendment 170

Proposal for a regulation

Article 12 – paragraph 1 – point i c (new)

Text proposed by the Commission

Amendment

(i c) adapting, where necessary, the infrastructure to a dual use in order to address both civilian and defence needs, paying particular attention to strategic

infrastructure of the Union;

Amendment 171

Proposal for a regulation

Article 12 – paragraph 1 – point i d (new)

Text proposed by the Commission

Amendment

(i d) updating and, where relevant, constructing new infrastructure, notably to increase capacity for more sustainable modes of transport in accordance with paragraph 1 point (a) of this Article.

Amendment 172

Proposal for a regulation

Article 12 – paragraph 2 – point a

Text proposed by the Commission

Amendment

(a) contributing to transport emission reduction and increased energy security by promoting the use of **zero-emission** vehicles and vessels and renewable and low-carbon fuels, through the deployment of corresponding alternative fuels infrastructure;

(a) contributing to transport emission reduction and increased energy security by promoting the use of **zero- and low-emission** vehicles and vessels and renewable and low-carbon fuels, through the deployment of corresponding alternative fuels infrastructure **in accordance with Regulation (EU) [...] on the deployment of alternative fuels infrastructure**];

Amendment 173

Proposal for a regulation

Article 12 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) mitigating exposure of urban areas to negative effects of transiting rail and road transport;

(b) mitigating exposure of urban **and rural** areas to negative effects of transiting rail and road transport;

Amendment 174

Proposal for a regulation Article 12 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(d a) ensuring equal access for all market participants on the TEN-T infrastructure.

Amendment 175

Proposal for a regulation Article 12 – paragraph 2 – point d b (new)

Text proposed by the Commission

Amendment

(d b) significant reduction of border waiting times for road freight transport;

Amendment 176

Proposal for a regulation Article 12 – paragraph 2 – point d c (new)

Text proposed by the Commission

Amendment

(d c) accelerating the construction of "projected new construction lines" in cross-border sections, through a single entity management and a fast track procedure, in order to increase rail freight traffic;

Amendment 177

Proposal for a regulation Article 12 – paragraph 2 – point d d (new)

Text proposed by the Commission

Amendment

(d d) increasing the resilience of the network, with a focus on critical infrastructure and dual-use infrastructure;

Amendment 178

Proposal for a regulation Article 13 – paragraph 1 – point a

Text proposed by the Commission

(a) the development of a high performance and fully interoperable rail freight network across the Union;

Amendment

(a) the development of a high performance and ***seamless*** fully interoperable rail freight network across the Union;

Amendment 179

Proposal for a regulation Article 13 – paragraph 1 – point c

Text proposed by the Commission

(c) the development of a seamless inland waterways, aviation and maritime infrastructure system;

Amendment

(c) the development of a seamless inland waterways, aviation and maritime infrastructure system ***for passengers and freight***;

Amendment 180

Proposal for a regulation Article 13 – paragraph 1 – point d

Text proposed by the Commission

(d) the development of a safe and secure road network, with sufficient alternative fuel infrastructures;

Amendment

(d) the development of a safe and secure road network, with sufficient alternative fuel infrastructures, ***and safe and secure truck parking areas***;

Amendment 181

Proposal for a regulation Article 13 – paragraph 1 – point e

Text proposed by the Commission

(e) the development of ***improved***

Amendment

(e) the development of multimodal and

multimodal and interoperable transport solutions;

interoperable transport solutions;

Amendment 182

Proposal for a regulation Article 13 – paragraph 1 – point g

Text proposed by the Commission

(g) the deployment of the necessary infrastructure which ensures a seamless circulation of **zero-emission** vehicles.

Amendment

(g) the deployment of the necessary infrastructure which ensures a seamless circulation of **zero- and low-emission** vehicles, **vessels and aircrafts, using alternative fuels as defined in Regulation (EU)[...] [on the deployment of alternative fuels infrastructure];**

Amendment 183

Proposal for a regulation Article 13 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(g a) the deployment of ICT systems on all modes on the network in order to ensure an efficient use of the infrastructure;

Amendment 184

Proposal for a regulation Article 13 – paragraph 1 – point g b (new)

Text proposed by the Commission

Amendment

(g b) the improvement of connections between the trans-European transport network and the infrastructure networks of neighbouring countries, as well as the improvement of transeuropean transport infrastructure on the territory of neighbouring countries.

Amendment 185

Proposal for a regulation Article 13 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

(1a) By ... [date six months after the entry into force of this Regulation], the Commission shall complete a study on connecting all Union Capitals, chosen major cities and metropolitan areas with a railway high speed line network. The study shall be developed in cooperation with the Member States which will consult with stakeholders, and especially railway infrastructure managers. The study shall identify the financial instruments to finance the construction of the network. The conclusions of the study shall become the basis for the Member States to develop a European high speed network.

Amendment 186

Proposal for a regulation Article 14 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(f a) infrastructure related to alternative fuels facilities , as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];

Amendment 187

Proposal for a regulation Article 15 – paragraph 2 – introductory part

Text proposed by the Commission

Amendment

2. Member States shall ensure that the railway infrastructure of the comprehensive network, ***including connections referred to in Article 14(1), point (d)***, by 31 December 2050:

2. Member States shall ensure that the railway infrastructure of the comprehensive network by 31 December 2050:

Amendment 188

Proposal for a regulation

Article 15 – paragraph 2 – point a

Text proposed by the Commission

(a) is **fully** electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;

Amendment

(a) is electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;

Amendment 189

Proposal for a regulation

Article 15 – paragraph 2 – point b

Text proposed by the Commission

(b) provides for a nominal track gauge for new railway lines of 1435 mm, except where the new line is an extension on a network the track gauge of which is different and detached from the main rail lines in the Union;

Amendment

Deleted

(see EC amended proposal - point 6)

Amendment 190

Proposal for a regulation

Article 15 – paragraph 2 – point d – point i

Text proposed by the Commission

(i) on double track lines, at least 50% of the train paths for freight trains, and not less than two train paths per hour and direction, can be allocated to freight trains with a length of at least 740 m;

Amendment

(i) on double track lines, at least 50% of the train paths for freight trains, and not less than two train paths per hour and direction, can be allocated to freight trains with a length of at least 740 m; **in order to ensure seamless cross border operations, those train paths shall be aligned accordingly,**

Amendment 191

Proposal for a regulation
Article 15 – paragraph 2 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

At the request of a Member State, in duly justified cases including reasons of cost-efficiency of the service, exemptions for the comprehensive network to the requirements under paragraph 2, first subparagraph, points (a), (d), and (e) may be granted by the Commission by means of implementing acts. Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council^{1a}, be coordinated with and agreed by the neighbouring Member State(s) where applicable.

^{1a} Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).

Amendment 192

Proposal for a regulation
Article 15 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Without prejudice to paragraph 2, second subparagraph, Member States shall ensure that on the railway infrastructure of the comprehensive network, as of 1 December 2040, in case of construction of a new line, the requirement set out in paragraph 2, point (a), is complied with.

Amendment 193

Proposal for a regulation Article 15 – paragraph 3

Text proposed by the Commission

3. *The following exemptions apply:*
- (a) isolated networks are exempted from the requirements under paragraph 2, *points (a), (c), (d) and (e)*;
- (b) *at the request of a Member State, in duly justified cases, other exemptions may be granted by the Commission by means of implementing acts in respect of the requirements referred to in paragraph 2. Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council⁵⁸, be coordinated and agreed with the neighbouring Member State(s) where applicable.*

⁵⁸ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).

Amendment 194

Proposal for a regulation Article 16 – paragraph 2 – introductory part

Text proposed by the Commission

2. Member States shall ensure that the railway infrastructure of the extended core

Amendment

3. *Isolated networks are exempted from the requirements under paragraph 2.*

(see EC amended proposal - point 6)

deleted

deleted

Amendment

2. Member States shall ensure that the railway infrastructure of the extended core

network, *including connections referred to in Article 14(1), point (d)*, by 31 December 2040:

network by 31 December 2040:

Amendment 195

Proposal for a regulation Article 16 – paragraph 2 – point -a (new)

Text proposed by the Commission

Amendment

(-a) is fully electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;

Amendment 196

Proposal for a regulation Article 16 – paragraph 2 – point a

Text proposed by the Commission

Amendment

(a) meets the requirements set out in Article 15(2), points (a) to (e), and of a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the extended core network;

(a) meets the requirements set out in Article 15(2), points (c), (d) and (e)

(see EC amended proposal - point 7)

Amendment 197

Proposal for a regulation Article 16 – paragraph 2 – point a a (new)

Text proposed by the Commission

Amendment

(a a) allows for a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the extended core network;

Amendment 198

Proposal for a regulation
Article 16 – paragraph 2 – point b

Text proposed by the Commission

(b) meets the requirements set out in Article 15(2), points (a) and (b), on the passenger lines of the extended core network;

Amendment

deleted

(see EC amended proposal - point 7)

Amendment 199

Proposal for a regulation
Article 16 – paragraph 2 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

At the request of a Member State, in duly justified cases including reasons of cost-efficiency of the service, exemptions may be granted by the Commission by means of implementing acts in respect of the requirements set in this paragraph, except for the requirements set in Article 15, paragraph 2, points (c) and (d). Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council, be coordinated with and agreed by the neighbouring Member State(s) where applicable.

Amendment 200

Proposal for a regulation
Article 16 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Without prejudice to paragraph 2, second subparagraph, Member States shall ensure that on the railway

infrastructure of the extended core network, as of 31 December 2030, in case of construction of a new line, the requirement set out in paragraph 2, point (-a), is complied with.

Amendment 201

Proposal for a regulation

Article 16 – paragraph 3 – introductory part

Text proposed by the Commission

3. Member States shall ensure that the railway infrastructure of the core network, ***including connections referred to in Article 14(1), point (d)***, by 31 December 2030:

Amendment

3. Member States shall ensure that the railway infrastructure of the core network by 31 December 2030:

Amendment 202

Proposal for a regulation

Article 16 – paragraph 3 – point -a (new)

Text proposed by the Commission

Amendment

(-a) is fully electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;

Amendment 203

Proposal for a regulation

Article 16 – paragraph 3 – point a

Text proposed by the Commission

(a) meets the requirements set out in Article 15(2), points ***(a) to (d)***, ***and of a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the core network;***

Amendment

(a) meets the requirements set out in Article 15(2), points ***(c) and (d)***;

(see EC amended proposal - point 7)

Amendment 204

Proposal for a regulation Article 16 – paragraph 3 – point a a (new)

Text proposed by the Commission

Amendment

(a a) allows for a prevailing minimum operational line speed of 100 km/h for freight trains on the freight lines of the core network;

Amendment 205

Proposal for a regulation Article 16 – paragraph 3 – point b

Text proposed by the Commission

Amendment

(b) meets the requirements set out in Article 15(2), points (a) and (b), on the passenger lines of the core network;

deleted

(see EC amended proposal - point 7)

Amendment 206

Proposal for a regulation Article 16 – paragraph 3 – point b a (new)

Text proposed by the Commission

Amendment

(b a) allows for a prevailing minimum line speed of 160 km/h for passenger trains on the passenger lines of the core network;

Amendment 207

Proposal for a regulation Article 16 – paragraph 3 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

At the request of a Member State, in duly justified cases where a Member State is

affected by specific geographic or significant physical constraints which prevent the requirements set out in this paragraph, points (ab) and (ba), being complied with on the rail lines on the core network, exemptions may be granted by the Commission by means of implementing acts in respect of those requirements.

Amendment 208

Proposal for a regulation Article 16 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. *Member States shall ensure that on the railway infrastructure of the core network, as of 31 December 2025, in case of construction of a new line, the requirement set out in paragraph 3, point (-a), is complied with.*

Amendment 209

Proposal for a regulation Article 16 – paragraph 4 – introductory part

Text proposed by the Commission

Amendment

4. Member States shall ensure that the railway infrastructure of the core network, ***including connections referred to in Article 14(1), point (d)***, by 31 December 2040:

4. Member States shall ensure that the railway infrastructure of the core network by 31 December 2040:

Amendment 210

Proposal for a regulation Article 16 – paragraph 4 – point b

Text proposed by the Commission

Amendment

(b) *meets the requirement of paragraph 2, point (c), on the passenger lines of the*

deleted

core network.

(see EC amended proposal - point 7)

Amendment 211

Proposal for a regulation

Article 16 – paragraph 4 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

At the request of a Member State, in duly justified cases including reasons of cost-efficiency of the service, exemptions to the requirement set out in point (a) of this paragraph may be granted by the Commission by means of implementing acts. Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council, and be coordinated with and agreed by the neighbouring Member State(s) where applicable.

Amendment 212

Proposal for a regulation

Article 16 – paragraph 5

Text proposed by the Commission

Amendment

5. *The following exemptions apply:*
- (a) isolated networks are exempted from the requirements under paragraph 2, 3 and 4;*
- (b) at the request of a Member State, in duly justified cases, other exemptions may be granted by the Commission by means of implementing acts in respect of the requirements referred to in paragraphs 2 to 4. Any exemption shall be based on a*

5. *Isolated networks are exempted from the requirements under paragraph 2, 3 and 4;*
- deleted*
- deleted*

socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797, be coordinated and agreed with the neighbouring Member State(s) where applicable.

Amendment 213

Proposal for a regulation Article 16 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5 a. Member States shall ensure that the railway infrastructure connections referred to in Article 14(1), point (d), meet the requirements of Article 15(2):

- on the core network by 31 December 2030;

- on the extended core network by 31 December 2040; and

- on the comprehensive network by 31 December 2050.

At the request of a Member State, in duly justified cases including reasons of cost-efficiency of the service, exemptions in respect of the requirements set out in Article 15(2), points (a) and (e) may be granted by the Commission by means of implementing acts. Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council, be coordinated with and agreed by the neighbouring Member State(s) where applicable.;

At the request of a Member State, in duly justified cases where specific geographic or significant physical constraints prevent such provision, exemptions to the

requirement set out in Article 15(2), point (d) may be granted by the Commission by means of implementing acts.

Amendment 214

Proposal for a regulation Article 16a – paragraph 1

*Text proposed by the Commission as
amended by COM(2022)384*

1. Member States shall ensure that any new railway infrastructure of the comprehensive network, the extended network and the core network, including connections referred to in Article 14(1), point (d), provides for the European standard nominal track gauge of 1 435 mm. That requirement is considered to be met when 1 435 mm track gauge trains can circulate on the infrastructure. For the purposes of this Article new railway infrastructure means any infrastructure for which *construction works have not started* on the date of entry into force of this Regulation.

Amendment

1. Member States shall ensure that any new railway infrastructure of the comprehensive network, the extended core network and the core network, including connections referred to in Article 14(1), point (d), provides for the European standard nominal track gauge of 1 435 mm. That requirement is considered to be met when 1 435 mm track gauge trains can circulate on the infrastructure. For the purposes of this Article new railway infrastructure means any infrastructure for which *the authorising decision, as referred to in Article 2 of Directive (EU) 2021/1187 of the European Parliament and of the Council, has not been taken* on ... [the date of entry into force of this Regulation].

(see EC amended proposal - point 8)

Amendment 215

Proposal for a regulation Article 16a – paragraph 2

*Text proposed by the Commission as
amended by COM(2022)384*

2. Member States with a rail network, or a part thereof, with a track gauge different from that of the European standard nominal track gauge of 1 435 mm shall *draw up*, at the latest *two years after the date of entry into force of this*

Amendment

2. Member States with a rail network, or a part thereof, with a track gauge different from that of the European standard nominal track gauge of 1 435 mm shall *carry out an assessment*, at the latest *by ... [date two years after the date of*

Regulation, a migration plan of the existing railway lines located on the European Transport Corridors to the European standard nominal track gauge of 1 435 mm. Such migration plan shall be coordinated with the neighbouring Member State(s) concerned by the migration.

entry into force of this Regulation], assessing the viability of migration of the existing railway lines located on the European Transport Corridors to the European standard nominal track gauge of 1 435 mm. Such migration plan shall be coordinated with the neighbouring **Member State or Member States** concerned by the migration.

(see EC amended proposal - point 8)

Amendment 216

Proposal for a regulation Article 16a – paragraph 3

Text proposed by the Commission as amended by COM(2022)384

3. Member States **may identify** in the migration plan the railway lines which will not migrate to the European standard nominal track gauge of 1 435 mm. The migration plan shall include a socio-economic cost-benefit analysis justifying the decision not to migrate the railway lines to the European standard nominal track gauge of 1 435 mm and an assessment of the impact on interoperability.

Amendment

3. **Based on the assessment under paragraph 2, the Member States shall draw up a migration plan, at the latest one year following the completion of the assessment, justifying** in the migration plan the railway lines which will not migrate to the European standard nominal track gauge of 1 435 mm. The migration plan shall include a socio-economic cost-benefit analysis justifying the decision not to migrate the railway lines to the European standard nominal track gauge of 1 435 mm and an assessment of the impact on interoperability **and continuity of the railway network. In the case of cross-border sections, the request for exemption shall be coordinated and agreed with the neighbouring Member State.**

(see EC amended proposal - point 8)

Amendment 217

Proposal for a regulation Article 16a – paragraph 4

Text proposed by the Commission as amended by COM(2022)384

Amendment

4. The priorities for infrastructure and investment planning related to the migration plan shall be included in the first work plan of the European Coordinator for a European Transport Corridor of which the freight railway lines with a track gauge different from that of the European standard nominal track gauge is part, in accordance with Article 53.

4. The priorities for infrastructure and investment planning related to the migration plan shall be included in the first work plan of the European Coordinator for a European Transport Corridor of which the freight railway lines with a track gauge different from that of the European standard nominal track gauge is part, in accordance with Article 53.

(see EC amended proposal - point 8)

Amendment 218

Proposal for a regulation Article 17 – paragraph 1 – point a

Text proposed by the Commission

(a) ERTMS is equipped;

Amendment

(a) ERTMS is equipped, ***whilst a synchronised and harmonised ERTMS deployment of tracksides and onboards is ensured;***

Amendment 219

Proposal for a regulation Article 17 – paragraph 4

Text proposed by the Commission

4. Member States shall ensure that the railway infrastructure of the core network, the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), is equipped with ***radio-based*** ERTMS by 31 December ***2050***.

Amendment

4. Member States shall ensure that the railway infrastructure of the core network, the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), is equipped with ERTMS by 31 December ***2040***.

Amendment 220

Proposal for a regulation
Article 17 – paragraph 5

Text proposed by the Commission

5. Member States shall ensure that on the railway infrastructure of the core network, the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), as of 31 December 2025, in case of construction of a new line or upgrade of the signalling system, **radio-based** ERTMS is being deployed.

Amendment

5. Member States shall ensure that on the railway infrastructure of the core network, the extended core network and the comprehensive network, including connections referred to in Article 14(1), point (d), as of 31 December 2025, in case of construction of a new line or upgrade of the signalling system, ERTMS is being deployed.

Amendment 221

Proposal for a regulation
Article 17 – paragraph 6

Text proposed by the Commission

6. At the request of a Member State, in duly justified cases, exemptions may be granted by the Commission by means of implementing acts in respect of requirements referred to in paragraphs 1 to 5. ***Any request for exemption shall be based on a socio-economic cost-benefit analysis and an assessment of the impact on interoperability. An exemption shall comply with the requirements of Directive (EU) 2016/797 of the European Parliament and of the Council⁵⁹, be coordinated and agreed with the neighbouring Member State(s) where applicable.***

Amendment

For isolated networks, at the request of a Member State, in duly justified cases, exemptions may be granted by the Commission by means of implementing acts in respect of requirements referred to in paragraphs 1 to 5.

⁵⁹ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).

⁵⁹ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).

Amendment 222

Proposal for a regulation
Article 17 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6 a. Member States shall timely inform the concerned parties about ERTMS deployment before the ETCS trackside deployment and before the decommissioning of class B systems.

Amendment 223

Proposal for a regulation
Article 17 – paragraph 6 b (new)

Text proposed by the Commission

Amendment

6 b. The Commission shall ensure the Technical Specifications for Interoperability (TSI CCS and TSI INF) are aligned with this Regulation, implying the alignment of provisions as well as the effective implementation.

Amendment 224

Proposal for a regulation
Article 17 – paragraph 6 c (new)

Text proposed by the Commission

Amendment

6 c. The Commission shall consider to provide, within two years from the date of entry in force of this Regulation, a legislative proposal for establishing a harmonised Rail Traffic Management System in order to improve cross-border operations on the trans-European transport network.

Amendment 225

Proposal for a regulation
Article 18 – paragraph 1 – introductory part

Text proposed by the Commission

1. Member States shall ensure that, by 31 December 2030, the quality of services provided by infrastructure managers to railway undertakings, technical and operational requirements for infrastructure use and procedures related to border controls do not prevent the operational performance of rail freight services along the rail freight lines of the European Transport Corridors from meeting the following target values:

Amendment

1. Member States shall ensure that, by 31 December 2030, the quality of services provided by infrastructure managers to railway undertakings **and terminal operators**, technical, **administrative** and operational requirements for infrastructure use and procedures related to border controls do not prevent the operational performance of rail freight services along the rail freight lines of the European Transport Corridors from meeting the following target values:

Amendment 226

Proposal for a regulation

Article 18 – paragraph 1 – point a

Text proposed by the Commission

(a) for each internal Union cross-border section, the dwelling time of all freight trains crossing the border does not exceed 15 minutes **on average**. Dwelling time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing, irrespective of the underlying causes, such as police border controls and procedures or considerations of infrastructural, operational, technical and administrative nature, without taking into account the time that cannot be attributed to the border crossing, such as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it;

Amendment

(a) for each internal Union cross-border section, the dwelling time of all freight trains crossing the border does not exceed 15 minutes. Dwelling time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing, irrespective of the underlying causes, such as police border controls and procedures or considerations of infrastructural, operational, technical and administrative nature, without taking into account the time that cannot be attributed to the border crossing, such as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it;

Amendment 227

Proposal for a regulation

Article 18 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) at least 90% of the passenger trains crossing at least one border of a European Transport Corridor arrive at their destination, or at the external Union border if their destination is outside the Union, at their scheduled time or with a delay of less than 30 minutes.

Amendment 228

Proposal for a regulation Article 18 – paragraph 2

Text proposed by the Commission

Amendment

2. Member States shall modify, as appropriate, contractual agreements referred to in Article 30 of Directive 2012/34/EU and take appropriate measures in accordance with Regulation (EU) No 913/2010 to meet the target values set out in points (a) **and (b)** of the first paragraph.

2. Member States shall modify, as appropriate, contractual agreements referred to in Article 30 of Directive 2012/34/EU and take appropriate measures in accordance with Regulation (EU) No 913/2010 to meet the target values set out in points (a), **(b) and (ba)** of the first paragraph.

Amendment 229

Proposal for a regulation Article 18 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. The Commission, in close cooperation with all the rail stakeholders, shall ensure that a digital capacity management system, which enables passenger and freight operators to book a cross-border train path across several Member States, will be developed by 31 December 2025. The capacity management system shall be operated by the European Railway Agency. Member States shall fully deploy the system on the European Transport Corridors, core and extended core networks by 31 December

Amendment 230**Proposal for a regulation****Article 19 – paragraph 1 – point -a**

*Text proposed by the Commission
(amended proposal)*

Amendment

(a) migrating to the European standard nominal track gauge (1 435 mm),

(-a) migrating to the European standard nominal track gauge (1 435 mm),

Amendment 231**Proposal for a regulation****Article 19 – paragraph 1 – point b**

Text proposed by the Commission

Amendment

(b) improving the safety of level crossings;

(b) improving the safety of level crossings, **and where relevant, converting to railway overpasses or tunnels;**

Amendment 232**Proposal for a regulation****Article 19 – paragraph 1 – point c**

Text proposed by the Commission

Amendment

(c) where appropriate, connecting railway transport infrastructure with inland waterway **port** infrastructure;

(c) where appropriate, connecting railway transport infrastructure with inland waterway **and maritime port, as well as airports** infrastructure;

Amendment 233**Proposal for a regulation****Article 19 – paragraph 1 – point e**

Text proposed by the Commission

Amendment

(e) developing and deploying innovative technologies for railways, building in

(e) developing and deploying innovative technologies for railways, building in

particular on the work of the Shift2Rail and Europe's Rail Joint Undertakings, notably automatic train operation, advanced traffic management, and digital connectivity for passengers based on ERTMS and digital automatic couplings as well as 5G connectivity;

particular on the work of the Shift2Rail and Europe's Rail Joint Undertakings, notably automatic train operation, **including automated shunting and automated brake status testing**, advanced traffic management, and digital connectivity for passengers **and freight** based on ERTMS and digital automatic couplings as well as 5G connectivity;

Amendment 234

Proposal for a regulation Article 19 – paragraph 1 – point f

Text proposed by the Commission

(f) when building or upgrading railway infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport;

Amendment

(f) when building or **major** upgrading railway infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport;

Amendment 235

Proposal for a regulation Article 19 – paragraph 1 – point g

Text proposed by the Commission

(g) developing innovative alternative fuels technologies for railways, such as hydrogen for sections that are exempted from the electrification requirement.

Amendment

(g) developing innovative alternative fuels technologies for railways, such as hydrogen **or battery powered trains**, for sections that are exempted from the electrification requirement, **where the economic viability of such projects has been established on basis of a cost-benefit analysis**;

Amendment 236

Proposal for a regulation Article 19 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(g a) developing FRMCS technology in order to deploy an ERTMS based on satellite technology;

Amendment 237

**Proposal for a regulation
Article 19 – paragraph 1 – point g b (new)**

Text proposed by the Commission

Amendment

(g b) developing inertial units for the geopositioning component of ERTMS;

Amendment 238

**Proposal for a regulation
Article 19 – paragraph 1 – point g c (new)**

Text proposed by the Commission

Amendment

(g c) upgrading to double-track rail in bottlenecks sections suffering from capacity barriers;

Amendment 239

**Proposal for a regulation
Article 20 – paragraph 1 – point c**

Text proposed by the Commission

Amendment

(c) lakes;

(c) lakes ***and lagoons;***

Amendment 240

**Proposal for a regulation
Article 20 – paragraph 1 – point g**

Text proposed by the Commission

Amendment

(g) inland ports, including basic port

(g) inland ports, including basic port

infrastructure in the form of internal basins, quay walls, berths, jetties, docks, dykes, backfills, land reclamation and the infrastructure necessary for transport operations within the port area and outside the port area;

infrastructure in the form of internal basins, quay walls, berths, jetties, docks, dykes, backfills, **platforms**, land reclamation and the infrastructure necessary for transport operations within the port area and outside the port area;

Amendment 241

Proposal for a regulation

Article 20 – paragraph 1 – point h

Text proposed by the Commission

(h) associated equipment;

Amendment

(h) associated equipment ***referred to in paragraph 2***;

Amendment 242

Proposal for a regulation

Article 21 – paragraph 1 – point c

Text proposed by the Commission

(c) are equipped with facilities to improve the environmental performance of vessels in ports, ***including*** reception facilities, degassing facilities, noise reduction measures, measures to reduce air and water pollution.

Amendment

(c) are equipped with facilities to improve the environmental performance of vessels in ports, ***such as*** reception facilities, degassing facilities, noise reduction measures, measures to reduce air and water pollution.

Amendment 243

Proposal for a regulation

Article 22 – paragraph 2

Text proposed by the Commission

2. Member States shall ensure that the inland waterway network, including connections referred to in Article 20(1), point (e), is maintained to enable efficient, reliable and safe navigation for users by ensuring minimum waterway requirements and levels of service and by preventing the deterioration of these minimum

Amendment

2. Member States shall ensure that the inland waterway network, including connections referred to in Article 20(1), point (e), is maintained to enable efficient, reliable and safe navigation for users by ensuring minimum waterway requirements and levels of service and by preventing the deterioration of these minimum

requirements or any of its defined underlying criteria (Good Navigation Status).

requirements, **and protecting and preventing deterioration of the current status of parts of the network that already exceed the minimum requirements**, or any of its defined underlying criteria (Good Navigation Status).

Amendment 244

Proposal for a regulation

Article 22 – paragraph 3 – introductory part

Text proposed by the Commission

3. Member States shall in particular ensure that:

Amendment

3. Member States shall, **by 31 December 2030**, in particular, ensure that:

Amendment 245

Proposal for a regulation

Article 22 – paragraph 3 – point a

Text proposed by the Commission

(a) Rivers, canals, lakes, inland ports and their access routes provide a navigable channel depth of at least 2.5 m and a minimum height under non-openable bridges of at least 5.25 m at defined reference water levels, which are exceeded at a defined number of days per year on a statistical average.

Amendment

(a) Rivers, canals, lakes, **lagoons**, inland ports and their access routes provide a navigable channel depth of at least 2.5 m and a minimum height under non-openable bridges of at least 5.25 m at defined reference water levels, which are exceeded at a defined number of days per year on a statistical average. **For any newly built or renovated non-openable bridge, Member States shall ensure that its height exceeds that of the lowest bridge of the river basin.**

Amendment 246

Proposal for a regulation

Article 22 – paragraph 3 – subparagraph 1

Text proposed by the Commission

The reference water levels shall be established on the basis of the number of days per year on which the actual water

Amendment

The reference water levels shall be established on the basis of the number of days per year on which the actual water

level exceeded the specified reference water level. The Commission shall adopt implementing acts specifying the reference water levels referred to in the previous subparagraph per river basin. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 59(3).

level exceeded the specified reference water level. The Commission shall adopt implementing acts, ***to be elaborated in close cooperation with such Member States and, if applicable, in consultation with river navigation commissions set up by international agreements***, specifying the reference water levels referred to in the previous subparagraph per ***corridor, per river basin or per waterway section when necessary***. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 59(3).

Amendment 247

Proposal for a regulation

Article 22 – paragraph 3 – subparagraph 2

Text proposed by the Commission

When specifying the reference water levels the Commission shall take into account the requirements which are set out in international conventions and in agreements concluded between Member States.

Amendment

When specifying the reference water levels the Commission shall take into account the requirements which are set out in international conventions and in agreements concluded between Member States, ***including in the regulations adopted by the river navigation commissions set up by such conventions and agreements, and consult the European coordinators of the European transport corridors concerned***.

Amendment 248

Proposal for a regulation

Article 22 – paragraph 5 – subparagraph 1 – introductory part

Text proposed by the Commission

The Commission shall adopt implementing acts setting out requirements complementing the minimum requirements established in accordance with paragraph (3), point (a), second subparagraph, per river basin. These requirements may be

Amendment

The Commission shall adopt implementing acts setting out requirements ***in cooperation with, where applicable, the respective river navigation commissions***, complementing the minimum requirements established in accordance with paragraph

related in particular to:

(3), point (a), second subparagraph, per **corridor, per river basin or per waterway section when necessary**. These requirements may be related in particular to:

Amendment 249

Proposal for a regulation

Article 22 – paragraph 5 – subparagraph 1 – point e

Text proposed by the Commission

(e) deployment of alternative energy infrastructure to ensure corridor-wide access to alternative fuels;

Amendment

(e) deployment of alternative energy infrastructure to ensure corridor-wide access to alternative fuels **in compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure]**;

Amendment 250

Proposal for a regulation

Article 22 – paragraph 5 – subparagraph 1 – point h

Text proposed by the Commission

(h) introduction and promotion of new technologies and innovation for **zero-carbon** energy fuels and propulsion systems.

Amendment

(h) introduction and promotion of new technologies and innovation for **zero- and low-carbon** energy fuels and propulsion systems.

Amendment 251

Proposal for a regulation

Article 22 – paragraph 6

Text proposed by the Commission

6. The Commission shall ensure a coherent approach on the application of the good navigation status in the Union and may adopt guidelines thereto. When establishing minimum requirements for paragraphs (e) and (f), the Commission shall ensure that the interoperability

Amendment

6. The Commission shall ensure a coherent approach on the application of the good navigation status in the Union and may adopt guidelines thereto. When establishing minimum requirements for paragraphs (e) and (f), the Commission shall ensure that the interoperability

between river basins is not compromised.

between *corridors or* river basins is not *unduly* compromised.

Amendment 252

Proposal for a regulation

Article 23 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) improvement of digitalisation and automation processes of infrastructure and fleet, as well as the development of smart inland waterway infrastructure;

Amendment 253

Proposal for a regulation

Article 23 – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within as well as outside the port area;

(d) modernisation and expansion of the capacity of the infrastructure, ***including mooring and rest places and their services***, necessary for transport ***and mobility*** operations within as well as outside the port area ***and along the waterway***;

Amendment 254

Proposal for a regulation

Article 23 – paragraph 1 – point e

Text proposed by the Commission

Amendment

(e) promoting and developing measures to improve the environmental performance of inland waterway transport and transport infrastructure, including zero and low emission vessels and measures to mitigate impacts on water bodies and water-dependent biodiversity, in accordance with the applicable requirements under Union

(e) promoting and developing measures to improve the environmental performance of inland waterway transport and transport infrastructure, including zero and low emission ***vessels using alternative and renewable fuels, as well as alternative, lower-impact*** vessels and measures to mitigate impacts on water bodies and water-dependent biodiversity, in

law or relevant international agreements.

accordance with the applicable requirements under Union law or relevant international agreements.

Amendment 255

Proposal for a regulation Article 23 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(e a) developing and deploying means to monitor fairway conditions;

Amendment 256

Proposal for a regulation Article 23 – paragraph 1 – point e b (new)

Text proposed by the Commission

Amendment

(e b) providing active modes infrastructure alongside waterways;

Amendment 257

Proposal for a regulation Article 23 – paragraph 1 – point e c (new)

Text proposed by the Commission

Amendment

(e c) By ...[two years after the entry into force of this Regulation], the Commission shall consider presenting a legislative framework, accompanied if appropriate by a legislative proposal, for facilitating cross-border commercial transport operation on inland waterways, including the development of data exchanges in order to enable cooperation mechanisms between Member States;

Amendment 258

Proposal for a regulation
Article 23 – paragraph 1 – point e d (new)

Text proposed by the Commission

Amendment

(e d) Member States shall ensure that any new inland waterway infrastructure avoids, where possible, potential barrier to longitudinal and lateral connectivity of free-flowing rivers and biodiversity loss.

Amendment 259

Proposal for a regulation
Article 24 – paragraph 1

Text proposed by the Commission

Amendment

1. The European Maritime Space connects and integrates the maritime components described in paragraph 2 with the landside network through the creation or upgrading of short-sea shipping routes between two or more maritime ports on the Union territory or between one or more port(s) on the Union territory and a port on the territory of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union, and through the development of maritime ports on the Union territory and their hinterland connections to provide an efficient, viable and sustainable integration with other modes of transport.

1. The European Maritime Space connects and integrates the maritime components described in paragraph 2 with the landside network through the creation or upgrading of short-sea shipping routes between two or more maritime ports on the Union territory or between one or more port(s) on the Union territory and a port on the territory of a neighbouring third country having a coastline on the enclosed seas bordering waters of the Union ***or in the geographical area of outermost regions***, and through the development of maritime ports on the Union territory and their hinterland connections to provide an efficient, viable and sustainable integration with other modes of transport.

Amendment 260

Proposal for a regulation
Article 24 – paragraph 3 – point j

Text proposed by the Commission

Amendment

(j) associated equipment, which may include, in particular, equipment for traffic and cargo management, for the reduction of negative effects on the environment, for

(j) associated equipment, which may include, in particular, equipment for traffic and cargo management, for the reduction of negative effects on the environment, for

improving energy efficiency, for the reduction of noise, and for the use of alternative fuels, as well as equipment to ensure year-round navigability, including ice-breaking, hydrological surveys, and for *capital* dredging and protection of the port and port approaches;

improving energy efficiency, for the reduction of noise, and for the use of alternative fuels, as well as equipment to ensure year-round navigability, including ice-breaking, hydrological surveys, and for dredging and protection of the port and port approaches;

Amendment 261

Proposal for a regulation

Article 24 – paragraph 3 – point k a (new)

Text proposed by the Commission

Amendment

(k a) dual-use infrastructure utilised for civilian and military purposes.

Amendment 262

Proposal for a regulation

Article 24 – paragraph 4 – point c

Text proposed by the Commission

Amendment

(c) it ***is located on an island and*** provides the sole point of access to a NUTS 3 region in the comprehensive network;

(c) it provides the sole point of access to a NUTS 3 region in the comprehensive network;

Amendment 263

Proposal for a regulation

Article 24 – paragraph 4 – point d a (new)

Text proposed by the Commission

Amendment

(d a) it is included in the list set out in Annex II due to its geostrategic importance for the Union.

Amendment 264

Proposal for a regulation
Article 25 – paragraph 2 – point a

Text proposed by the Commission

(a) maritime ports of the comprehensive network will be connected with the rail and road infrastructure and, where possible, inland waterways, ***except where specific geographic or significant physical constraints prevent such connection;***

Amendment

(a) maritime ports of the comprehensive network will be connected with the rail and road infrastructure and, where possible, ***with*** inland waterways,

Amendment 265

Proposal for a regulation
Article 25 – paragraph 2 – point a a (new)

Text proposed by the Commission

Amendment

(a a) the requirement of a rail connection shall not apply to maritime ports located on islands without a rail network;

Amendment 266

Proposal for a regulation
Article 25 – paragraph 2 – point b

Text proposed by the Commission

(b) any maritime port of the comprehensive network that serves freight traffic offers at least one multimodal freight terminal which is open to all operators and users in a non-discriminatory way and which applies transparent and non-discriminatory charges;

Amendment

(b) any maritime port of the comprehensive network that serves freight traffic offers at least one multimodal freight terminal ***inside the port or in its vicinity with a direct rail connection,*** which is open to all operators and users in a non-discriminatory way and which applies transparent and non-discriminatory charges;

Amendment 267

Proposal for a regulation
Article 25 – paragraph 2 – point d

Text proposed by the Commission

(d) maritime ports of the comprehensive network connected to inland waterways are equipped with **dedicated** handling capacity for inland waterway vessels

Amendment

(d) maritime ports of the comprehensive network connected to inland waterways are equipped with handling capacity for inland waterway vessels.

Amendment 268

Proposal for a regulation

Article 25 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(d a) Member States shall designate the entity responsible for the implementation of paragraph 2, points (a) and (b), based on each port's governance and existing rail network structure.

Amendment 269

Proposal for a regulation

Article 27 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) upgrading maritime access, such as breakwaters, sea channels, fairways, locks, **capital** dredging and navigational aids;

(a) upgrading maritime access, such as breakwaters, sea channels, fairways, locks, dredging and navigational aids;

Amendment 270

Proposal for a regulation

Article 27 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) construction or upgrading basic port infrastructure, such as internal basins, quay walls, berths, jetties, docks, dykes, backfills and land reclamation;

(b) construction, **maintenance** or upgrading basic port infrastructure, such as internal basins, **sustainable alternative fuels infrastructure**, quay walls, berths, jetties, docks, dykes, backfills and land reclamation;

Amendment 271

Proposal for a regulation Article 27 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) modernisation and expansion of the capacity of the rail infrastructure necessary for transport operations within, as well as outside, the port area;

Amendment 272

Proposal for a regulation Article 27 – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) introduction and promotion of new technologies and innovation for zero and low carbon energy fuels and propulsion systems;

(d) introduction and promotion of new technologies and innovation for zero and low carbon energy fuels and propulsion systems, ***including wind propulsion;***

Amendment 273

Proposal for a regulation Article 27 – paragraph 1 – point g

Text proposed by the Commission

Amendment

(g) promoting zero and low emission vessels serving and operating short-sea shipping links, and developing measures to improve the environmental performance of maritime transport for port call ***or*** supply chain optimisation in accordance with the applicable requirements under Union law or relevant international agreements.

(g) promoting zero and low emission vessels serving and operating short-sea shipping links, and developing measures to improve the environmental performance of maritime transport for port call ***and*** supply chain optimisation in accordance with the applicable requirements under Union law or relevant international agreements.

Amendment 274

Proposal for a regulation Article 27 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(g a) promoting ferry transport as a sustainable mode of passenger transport, including in urban nodes, where applicable;

Amendment 275

Proposal for a regulation

Article 27 – paragraph 1 – point g b (new)

Text proposed by the Commission

Amendment

(g b) improving infrastructure with the aim of increasing the share of freight, including for short-sea shipping links, that transfers from road and air transport to maritime or inland waterways and rail transport, in order to reduce negative external costs such as emissions and congestion;

Amendment 276

Proposal for a regulation

Article 27 – paragraph 1 – point g c (new)

Text proposed by the Commission

Amendment

(g c) improving access to outermost and other remote, insular and peripheral regions.

Amendment 277

Proposal for a regulation

Article 28 – paragraph 1 – point a – point x

Text proposed by the Commission

Amendment

(x) infrastructure mitigating impact on environment;

(x) infrastructure mitigating impact on environment, ***including fauna preservation or noise mitigation***

technologies;

Amendment 278

Proposal for a regulation

Article 28 – paragraph 1 – point e

Text proposed by the Commission

(e) connections of the freight terminals **and logistic platforms** to the other modes in the trans-European transport network;

Amendment

(e) connections of the freight terminals to the other modes in the trans-European transport network;

Amendment 279

Proposal for a regulation

Article 28 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(f a) access routes and last mile connection to multimodal passenger hubs, including infrastructure for active modes.

Amendment 280

Proposal for a regulation

Article 29 – paragraph 1 – point a

Text proposed by the Commission

(a) the safety of road transport infrastructure is ensured, monitored and, when necessary, improved in accordance with Directive 2008/96/EC of the European Parliament and of the Council⁶² ;

Amendment

(a) the safety of road transport infrastructure is ensured, monitored and, when necessary, improved in accordance with Directive **2019/1936 amending Directive** 2008/96/EC of the European Parliament and of the Council⁶²;

⁶² Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).

⁶² Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).

Amendment 281

Proposal for a regulation Article 29 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) the roads are designed, built or upgraded and maintained with the most resource-efficient and climate-proof materials;

Amendment 282

Proposal for a regulation Article 29 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1 a. Within a year after the entry into force of this Regulation, the Commission, in line with Article 6c of the Road Infrastructure Safety management Directive, shall consider adopting implementing acts to establish common specifications, relating to Member States' procedures aiming at ensuring the operational use of their road markings and road signs, with regard to the effective readability and detectability of road markings and road signs for human drivers and automated driver assistance systems. These specifications shall include minimum performance requirements on the visibility and state of the traffic signs, signals, and road markings.

Amendment 283

Proposal for a regulation Article 29 – paragraph 2 – point a – introductory part

Text proposed by the Commission

Amendment

(a) the road is specially designed, built or upgraded for motor traffic and:

(a) the road is specially designed, built or upgraded for motor traffic, ***as well as sufficiently maintained***, and:

Amendment 284

Proposal for a regulation

Article 29 – paragraph 2 – point a – point i

Text proposed by the Commission

(i) provides, except at special points or temporarily, separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or, *exceptionally*, by other means;

Amendment

(i) provides, except at special points or temporarily, separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or by other means ***guaranteeing the same level of safety***;

Amendment 285

Proposal for a regulation

Article 29 – paragraph 2 – point b

Text proposed by the Commission

(b) rest areas are available at a maximum distance of 60 km from each other, providing sufficient parking space, safety and security equipment, and appropriate facilities, including sanitary facilities, that meet the needs of a diverse workforce;

Amendment

(b) rest areas are available at a maximum distance of 60 km from each other, providing ***affordable and*** sufficient parking space, safety and security equipment, and appropriate facilities, including sanitary facilities, that meet the needs of a diverse workforce;

Amendment 286

Proposal for a regulation

Article 29 – paragraph 2 – point c

Text proposed by the Commission

(c) safe and secure parking areas are available at a maximum distance of 100 km from each other, providing a sufficient parking space for commercial vehicles and complying with the requirements set out in Article 8(1), point (a), of Regulation (EU) 2020/1054⁶⁹ ;

Amendment

(c) safe and secure parking areas are available, ***by 31 December 2040***, at a maximum distance of 100 km from each other, providing a sufficient parking space for commercial vehicles and complying with the requirements set out in Article 8(1), point (a), of Regulation (EU) 2020/1054⁶⁹;

⁶⁹ Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1).

⁶⁹ Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1).

Amendment 287

Proposal for a regulation

Article 29 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. By ... [six months after the entry into force of this Regulation], the Commission shall consider submitting a legislative proposal to the European Parliament and to the Council concerning the creation of a Single European Digital Enforcement Area (SEDEA), in order to enable responsible enforcement authorities to conduct non-discriminatory targeted risk-based controls, contactless and paperless inspections based on access to real-time digital data on professional drivers, operators, commercial vehicles and cargo, including the harmonising of risk-rating systems, electronic exchange of documents on posting of drivers via the IMI system, as well as the incorporation of the requirements of eFTI regulation.

Amendment 288

Proposal for a regulation

Article 29 – paragraph 4

Text proposed by the Commission

Amendment

4. At the request of a Member State, in

4. At the request of a Member State, in

duly justified cases, exemptions from the requirement set out in paragraph 2, point (a), may be granted by the Commission by means of implementing acts, in particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are specific geographic or significant physical constraints, as long as an appropriate level of safety is ensured. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments.

duly justified cases, exemptions from the requirement set out in paragraph 2, point (a), may be granted by the Commission by means of implementing acts, in particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are specific geographic or significant physical constraints, as long as an appropriate level of safety is ensured. ***After the full implementation of digital enforcement capabilities related to Directive 96/53/EC, the Commission may adopt implementing acts exempting Member States from the requirements to introduce or maintain the weigh in motion systems, referred to in paragraph 2, point (d) of this Article.*** Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments.

Amendment 289

Proposal for a regulation Article 30 – paragraph 3

Text proposed by the Commission

3. Member States shall ensure that the road infrastructure of the core network and extended core network meets the requirements set out in Article 29(2), **point (b)**, by 31 December 2030.

Amendment

3. Member States shall ensure that the road infrastructure of the core network and extended core network meets the requirements set out in Article 29(2), **points (b) and (c)** by 31 December 2030.

Amendment 290

Proposal for a regulation Article 30 – paragraph 5

Text proposed by the Commission

5. At the request of a Member State, in duly justified cases, exemptions from the requirement set out in Article 29 (2), point

Amendment

5. At the request of a Member State, in duly justified cases, exemptions from the requirement set out in Article 29 (2), point

(a), may be granted by the Commission by means of implementing acts, in particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are specific geographic or significant physical constraints, as long as ***an appropriate*** level of safety ***is ensured***. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments.

(a), may be granted by the Commission by means of implementing acts, in particular where the traffic density does not exceed 10,000 vehicles per day in both directions, or when there are specific geographic or significant physical constraints, as long as ***these roads meet a high*** level of safety ***according to the infrastructure safety management directive (EU)2019/1936***. Any request for exemption shall be based on a socio-economic cost-benefit analysis, the assessment of specific geographic or significant physical constraints and/or of potential negative impacts on environment and biodiversity of the investments.

Amendment 291

Proposal for a regulation Article 31 – paragraph 1 – point a

Text proposed by the Commission

(a) improvement and promotion of road safety, taking into account the needs of vulnerable users and road users in all their diversity, in particular persons with reduced mobility;

Amendment

(a) improvement and promotion of road safety, taking into account the needs of vulnerable users and road users in all their diversity, in particular persons with reduced mobility, ***and ensuring proper enforcement, also cross-border, of the related legislation;***

Amendment 292

Proposal for a regulation Article 31 – paragraph 1 – point c

Text proposed by the Commission

(c) introduction of innovative technologies to improve the control of compliance with the Union road transport legal framework, including smart and automated enforcement tools and 5G communication infrastructure;

Amendment

(c) introduction of innovative, ***including digital*** technologies to improve the control of compliance with the Union road transport legal framework, including smart and automated enforcement tools and 5G communication infrastructure ***in order to facilitate the introduction of smart solutions and systems, such as SEDEA;***

Amendment 293

Proposal for a regulation

Article 31 – paragraph 1 – point d

Text proposed by the Commission

(d) when building or upgrading road infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport.

Amendment

(d) when building or upgrading road infrastructure, ***simultaneously build or upgrade connected or parallel infrastructure for active mobility and*** ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport.

Amendment 294

Proposal for a regulation

Article 33 – paragraph 1 – point g

Text proposed by the Commission

(g) air transport infrastructure provides for pre-conditioned air supply to stationary aircraft.

Amendment

(g) air transport infrastructure ***with a total annual passenger traffic volume of more than four million passengers*** provides for pre-conditioned air supply to stationary aircraft.

Amendment 295

Proposal for a regulation

Article 33 – paragraph 2

Text proposed by the Commission

2. At the request of a Member State, the Commission may, in duly justified cases, grant exemptions by means of implementing acts in respect of the requirements set out in paragraph 1, points ***(a), (b), (c)*** and (g). Any request for exemption shall be based on a socio-economic cost-benefit analysis or related to the specific geographic or significant physical constraints, including the non-

Amendment

2. At the request of a Member State, the Commission may, in duly justified cases, grant exemptions by means of implementing acts in respect of the requirements set out in paragraph 1, points ***(b)*** and (g). Any request for exemption shall be based on a socio-economic cost-benefit analysis or related to the specific geographic or significant physical constraints, including the non-existence of

existence of a railway system on the territory.

a railway system on the territory.

Amendment 296

Proposal for a regulation Article 34 – paragraph 1 – point e

Text proposed by the Commission

(e) improving sustainability and mitigating climate, environmental and noise impacts, in particular by introducing new technologies and innovation, alternative fuels, zero- and low emission aircraft and zero and low carbon infrastructure.

Amendment

(e) improving sustainability and mitigating climate, environmental and noise impacts, in particular by introducing new technologies and innovation, alternative fuels, zero- and low emission aircraft and zero and low carbon infrastructure ***in accordance with Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] and Regulation (EU) [...] [on ensuring a level playing field for sustainable air transport].***

Amendment 297

Proposal for a regulation Article 35 – paragraph 3 – subparagraph 1 – introductory part

Text proposed by the Commission

Within two years after the entry into force of this Regulation, Member States shall conduct a market and prospective analysis on multimodal freight terminals on their territory. This analysis shall at least:

Amendment

By ...[one year after the entry into force of this Regulation], Member States shall conduct a market and prospective analysis on multimodal freight terminals on their territory. This analysis shall at least:

Amendment 298

Proposal for a regulation Article 35 – paragraph 3 – subparagraph 1 – point a

Text proposed by the Commission

(a) examine the current and the future traffic flows of freight, including traffic

Amendment

(a) examine the current and the future traffic flows of freight, including traffic flows of freight transported by road, ***rail,***

flows of freight transported by road;

air and water;

Amendment 299

Proposal for a regulation

Article 35 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Member States shall consult shippers, transport and logistics operators which operate on their territory. They shall take into account the results of the consultation in their analysis.

Amendment

Member States shall consult shippers, transport and logistics operators which operate on their territory, ***as well as relevant entities***. They shall take into account the results of the consultation in their analysis.

Amendment 300

Proposal for a regulation

Article 35 – paragraph 4

Text proposed by the Commission

4. On the basis of the analysis under paragraph 3, Member States shall elaborate an action plan for the development of a multimodal freight terminal network. The results of the analysis and the action plan shall be submitted to the Commission no later than six months after finalising the analysis, together with a list of rail road terminals which the Member State proposes to add in Annexes I and II.

Amendment

4. On the basis of the analysis under paragraph 3, Member States shall elaborate an action plan for the development of a multimodal freight terminal network ***and designate the responsible entity for the deployment***. The results of the analysis and the action plan shall be submitted to the Commission no later than six months after finalising the analysis, together with a list of rail road terminals which the Member State proposes to add in Annexes I and II.

Amendment 301

Proposal for a regulation

Article 37 – paragraph 1 – point a

Text proposed by the Commission

(a) are connected to the modes of transport which are available in the area, where feasible, ***unless not justified in***

Amendment

(a) are connected to the modes of transport which are available in the area, where feasible;

socio-economic cost-benefit terms;

Amendment 302

Proposal for a regulation

Article 37 – paragraph 1 – point b

Text proposed by the Commission

(b) are equipped with at least one recharging *station* as defined in **Article 2, point (43), of** Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] dedicated to serve heavy-duty vehicles, by 31 December 2030;

Amendment

(b) are equipped with at least one recharging **and refuelling stations** as defined in Regulation (EU) [...] [on the deployment of alternative fuels infrastructure], **used for hydrogen**, dedicated to serve heavy-duty vehicles, by 31 December 2030;

Amendment 303

Proposal for a regulation

Article 37 – paragraph 1 – point c – point ii

Text proposed by the Commission

(ii) the provision of information flows within a terminal and between the transport modes along the logistic chain and the terminal.

Amendment

(ii) the provision of **interoperable** information flows within a terminal and between the transport modes along the logistic chain and the terminal.

Amendment 304

Proposal for a regulation

Article 37 – paragraph 2

Text proposed by the Commission

2. Member States shall ensure in a fair and non-discriminatory manner that multimodal freight terminals referred to in Article 35(1) and which are connected to the rail network, by 31 December 2030, are able to handle all types of intermodal loading units if they are classified as intermodal terminals and if they carry out vertical transshipment.

Amendment

2. Member States shall ensure in a fair and non-discriminatory manner that multimodal freight terminals referred to in Article 35(1) and which are connected to the rail network, by 31 December 2030, **have enough transshipment capacity and** are able to handle all types of intermodal loading units if they are classified as intermodal terminals and if they carry out

vertical transshipment.

Amendment 305

Proposal for a regulation Article 37 – paragraph 5

Text proposed by the Commission

5. At the request of a Member State, in duly justified cases, exemptions from the obligations under paragraphs 1 to 4 may be granted by the Commission by means of implementing acts where investment in infrastructure cannot be justified in socio-economic cost-benefit terms, in particular when the terminal is located in a spatially restricted area.

Amendment

5. At the request of a Member State, in duly justified cases, exemptions from the obligations under paragraphs 2 to 4 may be granted by the Commission by means of implementing acts where investment in infrastructure cannot be justified in socio-economic cost-benefit terms, in particular when the terminal is located in a spatially restricted area.

Amendment 306

Proposal for a regulation Article 38 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(e a) enabling the digital enforcement of the relevant Union law;

Amendment 307

Proposal for a regulation Article 38 – paragraph 1 – point e b (new)

Text proposed by the Commission

Amendment

(e b) promoting multimodal transport infrastructure that facilitates an effective modal shift towards sustainable transport modes.

Amendment 308

Proposal for a regulation
Article 39 – paragraph 1 – point c

Text proposed by the Commission

(c) first and last mile connections between and to these access points.

Amendment

(c) first and last mile connections between and to these access points, ***including active mobility, light rail and other public transport infrastructure.***

Amendment 309

Proposal for a regulation
Article 40 – paragraph 1 – point a

Text proposed by the Commission

(a) availability of alternative fuels recharging and refuelling infrastructure, including in ***logistics platforms*** and for public transport in full compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];

Amendment

(a) availability of alternative fuels recharging and refuelling infrastructure, including in ***multimodal freight terminals*** and for public transport in full compliance with the requirements of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure];

Amendment 310

Proposal for a regulation
Article 40 – paragraph 1 – point b – point i

Text proposed by the Commission

(i) adoption of a sustainable urban mobility plan (SUMP) in line with Annex V that includes notably measures to integrate the different modes of transport, to promote efficient ***zero-emission*** mobility including ***sustainable and zero-emission*** urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;

Amendment

(i) adoption ***of a publicly accessible*** of a sustainable urban mobility plan (SUMP) in line with Annex V that includes notably measures to integrate the different modes of transport, to ***evaluate their affordability and accessibility for users to address mobility poverty,*** to promote efficient ***zero- and low-emission*** mobility including ***active modes and public transport, as well as zero- and low-emission*** urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;

Amendment 311

Proposal for a regulation

Article 40 – paragraph 1 – point b – point ii

Text proposed by the Commission

(ii) collection and submission to the Commission of urban mobility data per urban node covering at minimum greenhouse gas emissions, congestion, accidents and injuries, modal share and **access to** mobility service, as well as data on air and noise pollution. Thereafter these data shall be submitted every year;

Amendment

(ii) collection and submission to the Commission of urban mobility data per urban node covering at minimum greenhouse gas emissions, congestion, accidents and injuries, modal share and **accessibility and affordability of public and private** mobility service, **including for vulnerable road users and for people with reduced mobility**, as well as data on air and noise pollution. **Where possible, the data collected should be disaggregated on age, gender and disability.** Thereafter these data shall be submitted every year;

Amendment 312

Proposal for a regulation

Article 40 – paragraph 1 – point b – point ii a (new)

Text proposed by the Commission

Amendment

(ii a) the adoption of concrete measures fostering the wider deployment of information and communications technology (ICT) tools and intelligent transport systems (ITS), with open access to all operators, to allow optimised itineraries for vehicles with a view to improving the management of traffic flows, reducing congestion, air pollution and improving road safety, as well as real-time information on availability of alternative fuels infrastructure.

Amendment 313

Proposal for a regulation

Article 40 – paragraph 1 – point b – point ii b (new)

Text proposed by the Commission

Amendment

(ii b) the assessment and the description of possible solutions to address the investment needs required to meet the obligations under this Article and to prevent bottlenecks in urban nodes.

Amendment 314

Proposal for a regulation

Article 40 – paragraph 1 – point c – point i

Text proposed by the Commission

Amendment

(i) for passenger transport: sustainable, seamless and safe interconnection between rail, road, air, the active modes of transport and, as appropriate, inland waterway and maritime infrastructure;

(i) for passenger transport: sustainable, seamless and safe interconnection between rail, road, air, the active modes of transport, ***including public transport and, where possible, EuroVelo infrastructures,*** and, as appropriate, inland waterway and maritime infrastructure;

Amendment 315

Proposal for a regulation

Article 40 – paragraph 1 – point c – point ii

Text proposed by the Commission

Amendment

(ii) for passenger transport: ability for passengers to access information, book, pay their journeys and retrieve their tickets through multimodal digital mobility services;

(ii) for passenger transport: ability for passengers to access information, book, pay their journeys and retrieve their tickets through multimodal digital mobility services, ***and enabling single ticketing, where possible, when different operators are involved;***

Amendment 316

Proposal for a regulation

Article 40 – paragraph 1 – point c – point iii

Text proposed by the Commission

(iii) for freight transport: sustainable, seamless and safe interconnection between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure as well as appropriate connections with **logistics platforms** and facilities;

Amendment

(iii) for freight transport: sustainable, seamless and safe interconnection between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure as well as appropriate connections with **multimodal freight terminals** and facilities, **and safe and secure truck parking areas**;

Amendment 317

Proposal for a regulation

Article 40 – paragraph 1 – point c – point iv

Text proposed by the Commission

(iv) the development of multimodal passenger hubs to facilitate first and last mile connections which are equipped with at least one recharging station as defined in Article 2, **point (43)**, of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] dedicated to serve heavy-duty vehicles;

Amendment

(iv) the development of multimodal passenger hubs to facilitate first and last mile connections which are equipped with at least one recharging **and refuelling** station as defined in Article 2 of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure], **used for hydrogen**, dedicated to serve heavy-duty vehicles;

Amendment 318

Proposal for a regulation

Article 40 – paragraph 1 – point d

Text proposed by the Commission

(d) by 31 December 2040: the development of at least one multimodal freight terminal allowing for sufficient transshipment capacity within or in the vicinity of the urban node.

Amendment

(d) by 31 December 2040: the development of at least one multimodal freight terminal allowing for sufficient transshipment capacity **to meet urban logistics needs and ensure last mile connections** within or in the vicinity of the urban node, **with the possibility for one terminal to serve more than one urban node, if capacity allows**.

Amendment 319

Proposal for a regulation Article 40 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(d a) from 1 January 2026, Union funding for projects of common interest related to urban nodes is conditional to the adoption of SUMPs in accordance with the requirements set out in Annex V.

Amendment 320

Proposal for a regulation Article 40 – paragraph 2

Text proposed by the Commission

Amendment

2. The Commission shall adopt, no later than one year after the entry into force of this Regulation an implementing act establishing a methodology for the data to be collected by the Member States referred to under point (ii) of paragraph (b). That implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3).

2. The Commission shall, ***in close cooperation with Member States and their regional and local authorities***, adopt, no later than one year after the entry into force of this Regulation an implementing act establishing a methodology for the data to be collected by the Member States referred to under point (ii) of paragraph (b). ***When doing so, the availability and accessibility of data at local level, as well as existing local and regional urban mobility plans, shall be taken into consideration.*** That implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3).

Amendment 321

Proposal for a regulation Article 40 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

By ... [one year after the entry into force of this Regulation], the Member States shall designate a national SUMP contact point and shall establish a national

SUMP programme with the aim of supporting the urban nodes to adopt and implement the SUMP's which are referred to in point (b), sub-point (i). The national SUMP contact point and the national SUMP programme shall in particular provide technical assistance and expert support for the preparation and implementation of SUMP's. It shall, in collaboration with the Commission, regularly monitor the proper implementation of SUMP's, progress towards sectoral policy objectives, including decarbonisation, road safety, coherences with Sustainable Energy and Climate Action Plans, Sustainable Urban Logistics Plans, and other relevant plans. The national SUMP contact point shall foster exchange of best practices between urban nodes and may issue recommendations in case of non-compliance with the minimum requirements and standards.

Amendment 322

Proposal for a regulation Article 40 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

By 31 December 2025 at the latest, the Commission shall present implementing acts with harmonised safety standards for cycling and pedestrian transport infrastructure.

Amendment 323

Proposal for a regulation Article 41 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

In the promotion of projects of common interest related to urban nodes, and in addition to the general priorities set out in

In the promotion of projects of common interest related to urban nodes, and in addition to the general priorities set out in

Articles 12 and 13, *attention* shall **be given to the following**:

Articles 12 and 13, *urban nodes* shall **ensure**:

Amendment 324

Proposal for a regulation Article 41 – paragraph 1 – point b

Text proposed by the Commission

(b) mitigation of the exposure of urban areas to negative effects of transiting rail and road transport, **which may include bypasses**;

Amendment

(b) mitigation of the exposure of urban areas to negative effects of transiting rail and road transport, **in particular in the most affected areas, including integration of infrastructure for active modes within newly built or upgraded rail and road infrastructure, including bridges**;

Amendment 325

Proposal for a regulation Article 41 – paragraph 1 – point c

Text proposed by the Commission

(c) promotion of efficient and low-noise zero emission transport and mobility, including greening urban fleets;

Amendment

(c) promotion of efficient and low-noise zero-emission **or sustainable** transport and mobility, including greening urban fleets;

Amendment 326

Proposal for a regulation Article 41 – paragraph 1 – point d

Text proposed by the Commission

(d) increase of the modal share of public transport and of active modes;

Amendment

(d) increase of the modal share of public transport and of active modes, **including by providing secure bicycle parking at train and bus stations, with dedicated charging areas for e-bikes, as well as safe and secure infrastructure for active modes**;

Amendment 327

Proposal for a regulation
Article 41 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(e a) increase of accessibility and connectivity between urban and rural areas and unhindered access to smart, sustainable and affordable transport;

Amendment 328

Proposal for a regulation
Article 41 – paragraph 1 – point e b (new)

Text proposed by the Commission

Amendment

(e b) increase, where relevant, metro/light rail connections between bottleneck sections between two cross-border urban nodes.

Amendment 329

Proposal for a regulation
Article 42 – paragraph 3 – point f a (new)

Text proposed by the Commission

Amendment

(f a) for SEDEA: all infrastructure upgrades necessary to enable real-time data exchange between commercial vehicles and enforcement authorities.

Amendment 330

Proposal for a regulation
Article 43 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

1. Member States shall promote projects of common interest which both provide efficient freight transport services that use the infrastructure of the trans-

1. Member States shall promote projects of common interest which both provide efficient freight transport services that use the infrastructure of the trans-

European transport network and contribute to reducing *carbon dioxide* emissions and other negative environmental impacts, and which aim to:

European transport network and contribute to reducing *greenhouse gas* emissions and other negative environmental impacts, *such as air and noise pollution*, and which aim to:

Amendment 331

Proposal for a regulation

Article 43 – paragraph 1 – point e

Text proposed by the Commission

(e) improve links to the most vulnerable and isolated parts of the Union, in particular the outermost regions, and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas.

Amendment

(e) improve links to the most vulnerable and isolated parts of the Union, in particular the outermost regions, and other remote, insular, peripheral and mountainous regions as well as sparsely populated areas, *in order to facilitate regular and frequent services*.

Amendment 332

Proposal for a regulation

Article 44 – paragraph 1 – point a

Text proposed by the Commission

(a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, vessels and aircraft and other innovative and sustainable transport and network technologies *such as hyperloop*;

Amendment

(a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, vessels, *locomotives and aircraft powered by alternative and renewable fuels* and other innovative and sustainable transport and network technologies;

Amendment 333

Proposal for a regulation

Article 44 – paragraph 1 – point a (new)

Text proposed by the Commission

Amendment

(a a) create appropriate conditions to promote and deploy sustainable emerging technologies like automated train

operations, autonomous vehicles, passenger and freight drones in order to safeguard Union's leadership on those technologies and encourage private and public investments in the infrastructure needed for new modes of mobility, such as urban last mile drone operations, elevated cycle paths, maglev trains and hyperloop;

Amendment 334

Proposal for a regulation

Article 44 – paragraph 1 – point b

Text proposed by the Commission

(b) make possible the decarbonisation of all transport modes by stimulating energy efficiency, introduce **zero and low emission** solutions, including hydrogen and electricity supply systems, as well as other new solutions such as sustainable fuels, and provide corresponding infrastructure. Such infrastructure may include grid access and other facilities necessary for the energy supply, may take account of the infrastructure-vehicle interface and may encompass ICT systems for transport. Transport infrastructure may serve as energy hub to serve different transport modes;

Amendment

(b) make possible the decarbonisation of all transport modes by stimulating energy efficiency, introduce **zero- and low-emission** solutions, including hydrogen, **biofuels** and electricity supply systems, as well as other new solutions such as sustainable fuels, and provide corresponding infrastructure. Such infrastructure may include **bi-directional** grid access, **wireless or inductive units without any connector, pipelines** and other facilities necessary for the energy supply, may take account of the infrastructure-vehicle interface and may encompass ICT systems for transport. Transport infrastructure may serve as energy hub to serve different transport modes **and stabilise the grid, while contributing to the deployment of sustainable energy solutions;**

Amendment 335

Proposal for a regulation

Article 44 – paragraph 1 – point c

Text proposed by the Commission

(c) support the take-up and deployment of new digital technologies, in particular promote connectivity infrastructure with

Amendment

(c) support the take-up and deployment of new digital technologies, in particular promote connectivity infrastructure with

uninterrupted coverage across the European Transport Corridors to ensure the highest level and performance of digital infrastructure and reach higher levels of automation;

uninterrupted coverage across the European Transport Corridors to ensure the highest level and performance of digital infrastructure and reach higher levels of automation *particularly in the rail sector*;

Amendment 336

Proposal for a regulation Article 44 – paragraph 1 – point e

Text proposed by the Commission

(e) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through the development of multimodal digital mobility services and the development of infrastructure that allows for seamless multimodality, such as high-speed rail and city train/tram connection at airports;

Amendment

(e) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through the development of multimodal digital mobility services, *the development of “Mobility as a Service” solutions, including in territories where exemptions from TEN-T technical requirements have been granted*, and the development of infrastructure that allows for seamless multimodality, such as high-speed rail, *night trains*, and city train/tram connection at airports;

Amendment 337

Proposal for a regulation Article 44 – paragraph 1 – point g

Text proposed by the Commission

(g) promote efficient ways to provide accessible and comprehensive information to all users and providers of transport services regarding the environmental impacts of their transport choices;

Amendment

(g) promote efficient ways to provide accessible and comprehensive information to all users and providers of transport services regarding the environmental impacts of their transport choices, *based on a full life cycle approach established under a common methodology as set out in Article 8 of this Regulation*;

Amendment 338

Proposal for a regulation
Article 44 – paragraph 1 – point h

Text proposed by the Commission

(h) promote measures to reduce external costs, such as congestion, damage to health and pollution of any kind including noise and emissions;

Amendment

(h) promote measures to reduce ***and internalise*** external costs, such as congestion, damage to health and pollution of any kind including noise and emissions;

Amendment 339

Proposal for a regulation
Article 44 – paragraph 1 – point k

Text proposed by the Commission

(k) further advance the development and deployment of ICT systems and new technologies for transport within and between modes of transport.

Amendment

(k) further advance the development and deployment of ICT systems and new technologies for transport within and between modes of transport, ***with a particular focus on rail;***

Amendment 340

Proposal for a regulation
Article 44 – paragraph 1 – point k a (new)

Text proposed by the Commission

Amendment

(k a) coordinate, where relevant, the implementation of the innovative technological developments and deployments included in paragraph 1 with neighbouring countries, particularly in cross-border sections.

Amendment 341

Proposal for a regulation
Article 45 – paragraph 1

Text proposed by the Commission

1. Member States shall ensure that transport infrastructure provides for safe

Amendment

1. Member States shall ensure that transport infrastructure provides for safe

and secure passenger and freight movements.

and secure passenger and freight movements, ***including by guaranteeing an adequate level of maintenance over the life-time of the transport infrastructure.***

Amendment 342

Proposal for a regulation

Article 46 – paragraph 1 – introductory part

Text proposed by the Commission

1. When planning infrastructure, Member States shall ***improve*** the security and the resilience of the transport infrastructure to climate change, natural hazards, human-made disasters, as well as intentional disruptions affecting the functioning of the Union transport system. When implementing projects of common interest, Member States shall take into consideration:

Amendment

1. When planning infrastructure, Member States shall ***ensure the highest level of*** the security and the resilience of the transport infrastructure to climate change, natural hazards, ***geopolitical changes***, human-made disasters, as well as intentional disruptions, ***including by natural persons or undertakings from third countries***, affecting the functioning of the Union transport system. When implementing projects of common interest, Member States shall take into consideration:

Amendment 343

Proposal for a regulation

Article 46 – paragraph 1 – point c

Text proposed by the Commission

(c) structural infrastructure quality during its whole lifecycle, with particular attention to the future projected climate conditions;

Amendment

(c) structural infrastructure quality during its whole lifecycle, with particular attention to the future projected climate ***and environmental*** conditions;

Amendment 344

Proposal for a regulation

Article 46 – paragraph 1 – point d

Text proposed by the Commission

(d) civil protection needs to react to

Amendment

(d) civil protection needs to react to

disruptions;

disruptions, *as well as for the transport of dangerous goods*;

Amendment 345

Proposal for a regulation Article 46 – paragraph 1 – point e

Text proposed by the Commission

(e) cyber-security and resilience of infrastructure, with particular attention to cross-border infrastructure.

Amendment

(e) cyber-security and resilience of infrastructure, with particular attention to ***the participation or contribution by natural persons or undertaking from third countries in strategic and*** cross-border infrastructure.

Amendment 346

Proposal for a regulation Article 46 – paragraph 2

Text proposed by the Commission

2. Projects of common interest for which an environmental impact assessment must be carried out in compliance with Directive 2011/92/UE shall be subject to climate proofing. The climate proofing shall be undertaken based on the latest available best practice and guidance to ensure that transport infrastructures are resilient to the adverse impacts of climate change, through a climate vulnerability and risk assessment, including through relevant adaptation measures, and through integration of the costs of greenhouse gas emissions in the cost-benefit analysis. Such requirement does not apply to projects for which the environmental impact assessment has been completed before entry into force of this Regulation.

Amendment

2. Projects of common interest for which an environmental impact assessment must be carried out in compliance with Directive 2011/92/UE shall be subject to climate proofing. The climate proofing shall be undertaken based on the latest available best practice and guidance to ensure that transport infrastructures are resilient to the adverse impacts of climate change, through a climate vulnerability and risk assessment, including through relevant adaptation measures, and through integration of the ***project life cycle*** costs of greenhouse gas emissions in the cost-benefit analysis. Such requirement does not apply to projects for which the environmental impact assessment has been completed before entry into force of this Regulation.

Amendment 347

Proposal for a regulation
Article 46 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Member States shall establish “Green Lanes” for the continued functioning of supply chains, as well as essential travel along the trans-European transport network, in order to avoid possible shortages of essential goods and ensure the performance of the transport infrastructures in case of emergency, in strict cooperation with the Commission and European Coordinators.

Amendment 348

Proposal for a regulation
Article 46 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2 b. By 31 December 2025, Member States shall carry out an assessment to identify, on their core and comprehensive network, all existing transport critical infrastructures, including in respect of all modes, and assess their resilience to climate change, through a climate and environmental vulnerability test and risk assessment. By 31 December 2029, Member States shall adopt all the adaptation measures required to update those infrastructures.

Amendment 349

Proposal for a regulation
Article 47 – title

Text proposed by the Commission

Amendment

Risks to security *or* public order

Risks to security, public order *and*
strategic autonomy of the Union

Amendment 350

Proposal for a regulation Article 47 – paragraph 1

Text proposed by the Commission

1. Member States shall notify the Commission of any project of common interest in their territory with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country with a view to allow assessment of its impact on security or public order in the Union. This obligation shall not apply to foreign direct investments notified to the Commission and other Member States pursuant to Article 6(1) of Regulation (EU) 2019/452.

Amendment

1. Member States shall notify the Commission of any project of common interest in their territory with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country with a view to allow assessment of its impact on security or public order in the Union **and ensure fair competition in public procurement.** This obligation shall not apply to foreign direct investments notified to the Commission and other Member States pursuant to Article 6(1) of Regulation (EU) 2019/452.

Amendment 351

Proposal for a regulation Article 47 – paragraph 2 – subparagraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(f a) the conformity of the planned project of common interest with the requirements and standards under this Regulation.

Amendment 352

Proposal for a regulation Article 47 – paragraph 2 – subparagraph 2

Text proposed by the Commission

Amendment

In addition, Member States shall **endeavour to** provide any information, **if available**, relevant for the assessment undertaken by the Commission pursuant to points (a), (b) and (c) of the second subparagraph of paragraph 5.

In addition, Member States shall provide any information, relevant for the assessment undertaken by the Commission pursuant to points (a), (b) and (c) of the second subparagraph of paragraph 5.

Amendment 353

Proposal for a regulation Article 47 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2 a. Where a Member State considers that a foreign direct investment undergoing screening in another Member State is likely to affect its security or public order, or has information relevant for such screening, it may provide comments to the Member State undertaking that screening. The Member State providing comments shall simultaneously also send them to the Commission.

The Commission shall notify the other Member States that comments have been provided.

Amendment 354

Proposal for a regulation Article 47 – paragraph 3 – subparagraph 2

Text proposed by the Commission

Amendment

The Member State where the project of common interest is planned shall ensure that the additional information requested by the Commission is made available to the Commission ***without undue delay***.

The Member State where the project of common interest is planned shall ensure that the additional information requested by the Commission is made available to the Commission ***no later than three months after the request***.

Amendment 355

Proposal for a regulation Article 47 – paragraph 3 – subparagraph 3

Text proposed by the Commission

Amendment

The Member State where the project of common interest is planned may request

The Member State where the project of common interest is planned may request

the natural person of a third country or an undertaking of a third country to provide the information referred to in paragraph 2 and 3. The natural person of a third country or an undertaking of a third country concerned shall provide the information requested *without undue delay*.

the natural person of a third country or an undertaking of a third country to provide the information referred to in paragraph 2 and 3. The natural person of a third country or an undertaking of a third country concerned shall provide the information requested *no later than three months after the request. The Member State shall verify that the information provided by the natural person or undertaking of the third country is correct.*

Amendment 356

Proposal for a regulation

Article 47 – paragraph 4 – subparagraph 1

Text proposed by the Commission

Where the Commission considers that the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on the trans-European transport network on grounds of security or public order, or has relevant information in relation to that participation or contribution, or the project of common interest concerned, it *may* issue *an opinion* addressed to the Member State where the project of common interest is planned.

Amendment

Where the Commission considers that the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on the trans-European transport network on grounds of *standardisation*, security or public order, or has relevant information in relation to that participation or contribution, or the project of common interest concerned, it *shall* issue *a decision* addressed to the Member State where the project of common interest is planned.

Amendment 357

Proposal for a regulation

Article 47 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Critical infrastructure thereby means an asset, system or part thereof used for transport purposes and located in Member States which is essential for the maintenance of vital societal functions, health, safety, security, economic or social well-being of people, and the disruption or

Amendment

Critical infrastructure thereby means an asset, system or part thereof used for transport purposes and located in Member States which is essential for the maintenance of vital societal functions, health, safety, security, *defence*, economic or social well-being of people, and the

destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions.

disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions.

Amendment 358

Proposal for a regulation

Article 47 – paragraph 5 – subparagraph 1 – introductory part

Text proposed by the Commission

Amendment

In determining whether the participation of a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on grounds of security or public order, the Commission **may** consider its potential effects on, inter alia on:

In determining whether the participation of a natural person of a third country or an undertaking of a third country is likely to affect critical infrastructure on grounds of **standardisation**, security or public order, the Commission **shall** consider its potential effects on, inter alia on:

Amendment 359

Proposal for a regulation

Article 47 – paragraph 5 – subparagraph 2 – introductory part

Text proposed by the Commission

Amendment

In determining whether a foreign participation or contribution is likely to affect security or public order, the Commission **may** also take into account, in particular:

In determining whether a foreign participation or contribution is likely to affect security or public order, the Commission **shall** also take into account, in particular:

Amendment 360

Proposal for a regulation

Article 47 – paragraph 6

Text proposed by the Commission

Amendment

6. The Commission **may provide an opinion** pursuant to paragraph 4 no later than three months following the receipt of information pursuant to paragraph 3. The **opinion** of the Commission shall be addressed to the Member State where the

6. The Commission **shall issue a decision** pursuant to paragraph 4 no later than three months following the receipt of information pursuant to paragraph 3. The **decision** of the Commission shall be addressed to the Member State where the

project of common interest is planned and it shall be sent to the other Member States. In case the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is a foreign direct investment as defined in point 1 of Article 2 of Regulation (EU) 2019/452 not undergoing screening by the Member State where the foreign direct investment is planned or completed, the Commission shall issue such *opinion*, where justified, pursuant to Article 8 of Regulation (EU) 2019/452.

project of common interest is planned and it shall be sent to the other Member States. In case the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country is a foreign direct investment as defined in point 1 of Article 2 of Regulation (EU) 2019/452 not undergoing screening by the Member State where the foreign direct investment is planned or completed, the Commission shall issue such *decision*, where justified, pursuant to Article 8 of Regulation (EU) 2019/452.

Amendment 361

Proposal for a regulation Article 47 – paragraph 7

Text proposed by the Commission

7. The Member State in which the project of common interest is planned to be implemented by, or with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country shall take utmost account of the Commission's *opinion and provide an explanation to the Commission if its opinion is not followed, no later than three months following the issuance of the opinion.*

Amendment 362

Proposal for a regulation Article 47 a (new)

Text proposed by the Commission

Amendment

7. The Member State in which the project of common interest is planned to be implemented by, or with the participation of or contribution of any kind by a natural person of a third country or an undertaking of a third country shall take utmost account of the Commission's *decision. In case the Commission's decision states that the foreign participation or contribution is likely to affect security or public order, the Member State concerned shall prohibit the foreign participation in or contribution to the project.*

Amendment

Article 47 a

Military mobility

1. When constructing or upgrading infrastructure on the trans-European

transport network, Member States shall assess the need, relevance and feasibility to go beyond the requirements set out in Chapter III, for the purpose of accommodating the weight, size or scale of military transport of troops and material.

2. By ... [one year after the entry into force of this Regulation], the Commission shall carry out a study to identify possibilities for short-notice large-scale movements across the Union, including strategic routes, in view of improving the dual-use of the infrastructure of the trans-European transport network. The study shall provide elements for long-term infrastructure planning for dual use mobility purposes. In the course of that study, the Commission shall consult the Member States.

Amendment 363

Proposal for a regulation Article 48 – paragraph 1 – point a

Text proposed by the Commission

(a) the infrastructure of the trans-European transport network is maintained in a way that it provides the same level of service and safety during its lifetime;

Amendment

(a) the infrastructure of the trans-European transport network is maintained in a way that it provides the same level of service and safety during its lifetime, ***ensuring a forward-looking approach to maintenance work, which must be carried out to the very latest standards of user safety throughout the network. Maintenance works that result in a limitation or non-availability of rail infrastructure are managed according to the rules set out in Commission Delegated Decision (EU) 2017/2075;***

Amendment 364

Proposal for a regulation Article 48 – paragraph 1 – point c

Text proposed by the Commission

(c) maintenance needs and costs over the life-time of the infrastructure are taken into account *in* the planning phase of construction or upgrading;

Amendment

(c) maintenance needs and costs over the life-time of the infrastructure are taken into account *from feasibility studies and* the planning phase of construction or upgrading;

Amendment 365

Proposal for a regulation

Article 48 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(d a) compliance with paragraph 1, points (b) and (c) is a precondition for receiving funding from the CEF.

Amendment 366

Proposal for a regulation

Article 48 – paragraph 1 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

The Commission, in coordination with the European Coordinators, shall establish a core network monitoring plan on maintenance at European level. This monitoring plan should, among others, evaluate the compliance of Member States with the requirements set in paragraph 1, study the state of play of the maintenance on the core network and identify gaps in the quality requirements of infrastructure, especially in critical infrastructure. The Commission shall provide Member States with recommendations on targeted measures to improve the maintenance of the network. The Commission shall also present progress reports every two years.

Amendment 367

Proposal for a regulation
Article 49 – paragraph 1

Text proposed by the Commission

Transport infrastructure shall allow seamless mobility and accessibility for all users, in particular **people in situations of vulnerability including** persons with disabilities or reduced mobility **as well as** persons living in outermost regions and other remote, rural, insular, peripheral and mountainous regions **as well as** sparsely populated areas.

Amendment

Transport infrastructure, **including services connected to it**, shall allow seamless mobility and accessibility for all users, in particular persons with disabilities or reduced mobility, **older persons**, persons living in outermost regions and other remote, rural, insular, peripheral and mountainous regions **and** sparsely populated areas, **as well as other people experiencing accessibility, connectivity, economic or other barriers to transport, thereby also contributing to the mitigation of transport poverty.**

Amendment 368

Proposal for a regulation
Article 50 – paragraph 1

Text proposed by the Commission

1. European Transport Corridors are an instrument to facilitate the coordinated implementation of parts of the trans-European transport network and are intended, in particular, to improve cross-border links **and** to remove bottlenecks within the Union.

Amendment

1. European Transport Corridors are an instrument to facilitate the coordinated implementation of parts of the trans-European transport network **located on the core and extended core network** and are intended, in particular, to improve cross-border links to remove bottlenecks within the Union, **and to improve connections with neighbouring countries.**

Amendment 369

Proposal for a regulation
Article 50 – paragraph 2 – point b

Text proposed by the Commission

(b) interoperability;

Amendment

(b) interoperability, **continuity and accessibility of the network;**

Amendment 370

Proposal for a regulation Article 50 – paragraph 2 – point c

Text proposed by the Commission

(c) a coordinated development of infrastructure, in particular in cross-border sections, notably in view of developing a fully interoperable rail freight system as well as a long-distance rail passenger network at high speed ***across the Union***;

Amendment

(c) a coordinated development of infrastructure, in particular in cross-border sections, notably in view of developing a fully interoperable rail freight system as well as a long-distance rail passenger network at high speed, ***as well as a fully interoperable inland waterways transport system***;

Amendment 371

Proposal for a regulation Article 50 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(d a) promoting the deployment of alternative fuels infrastructure.

Amendment 372

Proposal for a regulation Article 50 – paragraph 3

Text proposed by the Commission

3. European Transport Corridors shall enable Member States to achieve a coordinated and synchronised approach with regard to investment in infrastructure.

Amendment

3. European Transport Corridors shall enable Member States ***and neighbouring countries*** to achieve a coordinated and synchronised approach with regard to investment in infrastructure.

Amendment 373

Proposal for a regulation Article 50 – paragraph 4

Text proposed by the Commission

4. The European Rail Traffic Management System (ERTMS) and the European Maritime Space are the horizontal priorities for the implementation of the trans-European transport network. They shall ensure the timely deployment of ERTMS on the entire network and the integration of maritime links into the trans-European transport network.

Amendment

4. The European Rail Traffic Management System (ERTMS) and the European Maritime Space are the horizontal priorities for the implementation of the trans-European transport network. They shall ensure the timely deployment of ERTMS on the entire network and the integration of maritime ***and inland waterway*** links into the trans-European transport network.

Amendment 374

**Proposal for a regulation
Article 51 – paragraph 5 – point b**

Text proposed by the Commission

(b) draw up a work plan together with the Member States concerned and monitor its implementation in accordance with Article 53;

Amendment

(b) draw up a work plan together with the Member States concerned, ***with the involvement of the neighbouring countries concerned***, and monitor its implementation in accordance with Article 53;

Amendment 375

**Proposal for a regulation
Article 51 – paragraph 5 – point d**

Text proposed by the Commission

(d) report to the Member States, to the Commission and, as appropriate, to all other entities directly involved in the development of the European Transport Corridor or horizontal priority on any difficulties encountered and, in particular when the development of a corridor or horizontal priority is being impeded, with a view to helping to find appropriate solutions;

Amendment

(d) report, ***in due time***, to the Member States, ***and the neighbouring countries concerned***, to the Commission, ***to the Parliament*** and, as appropriate, to all other entities directly involved in the development of the European Transport Corridor or horizontal priority on any difficulties encountered and, in particular when the development of a corridor or horizontal priority is being impeded, with a view to helping to find appropriate solutions;

Amendment 376

Proposal for a regulation

Article 51 – paragraph 5 – point e

Text proposed by the Commission

(e) draw up an annual status report on the progress achieved in implementing the European Transport Corridors and horizontal priorities. This annual status report shall focus on the progress made on key priorities and investments, describe the nature of problems encountered in their implementation and propose solutions.

Amendment

(e) draw up an annual status report on the progress achieved in implementing the European Transport Corridors and horizontal priorities. This annual status report shall ***be presented to the Parliament, and shall*** focus on the progress made on key priorities and investments, describe the nature of problems encountered in their implementation and propose solutions.

Amendment 377

Proposal for a regulation

Article 51 – paragraph 6 – point a

Text proposed by the Commission

(a) cooperate closely with the rail freight governance to identify and prioritise investment needs for rail freight on the rail freight lines of the European Transport Corridors;

Amendment

(a) cooperate closely with the rail freight governance to identify and prioritise investment needs for rail freight on the rail freight lines of the European Transport Corridors ***with the aim to develop a single integrated governance structure for the European Transport Corridors;***

Amendment 378

Proposal for a regulation

Article 51 – paragraph 6 – point a a (new)

Text proposed by the Commission

Amendment

(a a) facilitate contacts between the designated authorities, as set in the Smart TEN-T Directive, in the context of the permit-granting procedures for projects that concern two or more Member States;

Amendment 379

Proposal for a regulation Article 51 – paragraph 6 – point a b (new)

Text proposed by the Commission

Amendment

(a b) facilitate, where relevant, contacts and coordination between maritime and inland waterways representatives in order to increase their synergies;

Amendment 380

Proposal for a regulation Article 51 – paragraph 7 – point a

Text proposed by the Commission

Amendment

(a) identify and prioritise investment needs for the rail passenger lines of the European Transport Corridors;

(a) identify and prioritise investment needs for the rail passenger ***and freight*** lines of the European Transport Corridors;

Amendment 381

Proposal for a regulation Article 51 – paragraph 7 – point b

Text proposed by the Commission

Amendment

(b) monitor administrative, operational and interoperability aspects of passenger traffic on the rail passenger lines of the European Transport Corridors, including monitoring the performance of rail passenger services.

(b) monitor administrative, operational and interoperability aspects of passenger traffic on the rail passenger lines of the European Transport Corridors, including monitoring the ***accessibility and identifying shortcoming and constraints with a particular focus on the cross-border dimension;***

Amendment 382

Proposal for a regulation Article 51 – paragraph 7 – point b a (new)

Text proposed by the Commission

Amendment

(b a) identify investment needs for the inland waterways, as well as road sections of the European Transport Corridors;

Amendment 383

Proposal for a regulation

Article 51 – paragraph 7 – point b b (new)

Text proposed by the Commission

Amendment

(b b) identify dual use mobility needs;

Amendment 384

Proposal for a regulation

Article 51 – paragraph 7 – point b c (new)

Text proposed by the Commission

Amendment

(b c) analyse the cross-border mobility needs in Union cross-border regions and encourage Member States on the sections concerned, in cooperation with the relevant regional and local authorities, to jointly establish cross-border mobility plans with targeted measures in order to increase cross border connections and the network connectivity index.

Amendment 385

Proposal for a regulation

Article 51 – paragraph 8

Text proposed by the Commission

Amendment

8. Pursuant Article 14(4) of Regulation (EU) No 2021/1153, the Commission shall request the opinion of the European Coordinator when examining applications for Union funding under the Connecting Europe Facility (CEF) for European

8. Pursuant **to** Article 14(4) of Regulation (EU) No 2021/1153, the Commission shall request the opinion of the European Coordinator when examining applications for Union funding under the Connecting Europe Facility (CEF) for

Transport Corridors or horizontal priorities in the remit of the European Coordinator's mandate, in order to ensure the consistency and advancement of each corridor or horizontal priority. The European Coordinator shall verify whether projects proposed by the Member States for CEF co-funding are consistent with the priorities of the work plan.

European Transport Corridors or horizontal priorities in the remit of the European Coordinator's mandate, in order to ensure the consistency and advancement of each corridor or horizontal priority, ***while taking into account the increase of network connectivity indexes***. The European Coordinator shall verify whether projects proposed by the Member States, ***or by neighbouring countries where applicable***, for CEF co-funding are consistent with the priorities of the work plan.

Amendment 386

Proposal for a regulation Article 51 – paragraph 8 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

When applications for Union funding under the European Structural and Investment Funds (ESIF) for European Transport Corridors or horizontal priorities in the remit of the European Coordinator's mandate are submitted, the relevant European Coordinator shall assess those applications against their consistency with and the advancement of each European transport corridor or horizontal priority, while taking into account the increase of network connectivity indexes. The European Coordinator shall forward their assessment to the Commission.

Amendment 387

Proposal for a regulation Article 51 – paragraph 9

Text proposed by the Commission

Amendment

9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and in accordance with the requirements laid down in this Article, the

9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and in accordance with the requirements laid down in this Article, the

Commission may at any time terminate that mandate and designate a new European Coordinator in accordance with the procedure set out in paragraph 1.

Commission, ***upon consultation with the Parliament***, may at any time terminate that mandate and designate a new European Coordinator in accordance with the procedure set out in paragraph 1.

Amendment 388

Proposal for a regulation Article 52 – paragraph 2

Text proposed by the Commission

2. The “Corridor Forum” shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European Transport Corridor and ensure representation of the rail freight governance.

Amendment

2. The “Corridor Forum” shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the European Transport Corridor and ensure representation of the rail freight governance, ***maritime ports and inland waterways representatives, as well as, when appropriate, urban nodes, the relevant regional and local authorities, and the designated authorities as defined in the Smart TEN-T Directive.*** ***Neighbouring countries shall be consulted by the Commission on the membership of the Corridor Forum for their parts of the European Transport Corridor.***

Amendment 389

Proposal for a regulation Article 52 – paragraph 3 – subparagraph 1 – introductory part

Text proposed by the Commission

With the agreement of the Member States concerned, the European Coordinator may set up and chair corridor working groups which focus on:

Amendment

With the agreement of the Member States ***concerned, and after consulting the neighbouring countries*** concerned, the European Coordinator may set up and chair corridor working groups which focus on:

Amendment 390

Proposal for a regulation

Article 52 – paragraph 3 – subparagraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(g a) ensuring consistency between the national and European plans;

Amendment 391

Proposal for a regulation

Article 52 – paragraph 3 – subparagraph 1 – point g b (new)

Text proposed by the Commission

Amendment

(g b) military mobility and dual-use infrastructure.

Amendment 392

Proposal for a regulation

Article 52 – paragraph 3 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

Representatives of the rail freight governance shall be invited to relevant forum of European Transport Corridors . Similarly, European Transport Corridors Coordinators shall be invited to attend relevant Executive meetings of the rail freight governance.

Amendment 393

Proposal for a regulation

Article 52 – paragraph 4

Text proposed by the Commission

Amendment

4. The consultative Forum for the horizontal priorities shall be established and chaired by the European Coordinator. The Member States concerned and where appropriate representatives of the relevant

4. The consultative Forum for the horizontal priorities shall be established and chaired by the European Coordinator. The Member States concerned and where appropriate ***the neighbouring countries***

sectors shall be able to participate. Member States shall designate a national coordinator for ERTMS to attend the consultative Forum for ERTMS. The European Coordinator may also set up ad-hoc working groups.

concerned and representatives of the relevant sectors, ***including the designated authorities as defined in the Smart TEN-T Directive***, shall be able to participate. Member States shall designate a national coordinator for ERTMS to attend the consultative Forum for ERTMS. The European Coordinator may also set up ad-hoc working groups.

Amendment 394

Proposal for a regulation Article 52 – paragraph 6

Text proposed by the Commission

6. The European Coordinator *may* consult regional and local authorities, infrastructure managers, ***transport operators, in particular those which are members of the rail*** freight governance, the supply industry, transport users and representatives of civil society in relation to the work plan and its implementation. In addition, the European Coordinator responsible for ERTMS shall closely cooperate with the European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency.

Amendment

6. The European Coordinator ***shall*** consult regional and local authorities, ***the designated authorities as defined in the Smart TEN-T Directive, urban nodes,*** infrastructure managers, ***including port designated entities, rail, maritime and inland waterway*** operators, freight governance, the supply industry, transport users, ***accessibility experts*** and representatives of civil society in relation to the work plan and its implementation. In addition, the European Coordinator responsible for ERTMS shall closely cooperate with the European Union Agency for Railways and Europe's Rail Joint Undertaking and the European Coordinator for the European Maritime Space with the European Maritime Safety Agency.

Amendment 395

Proposal for a regulation Article 52 – paragraph 6 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

To set up a future strong and centralised EU Level ERTMS governance including governing funding, National

Implementation Plans (NIP) planning, resourcing, market uptake, migration and transition, the European Coordinator for ERTMS, including national Infrastructure Managers and Railway Undertakings representatives, shall facilitate and promote such governance ensuring the timely and harmonised deployment;

Amendment 396

Proposal for a regulation Article 52 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6 a. The European Coordinator may cooperate with international organisations, for activities related to the European Transport Corridors which extend to neighbouring countries that are members of those international organisations.

Amendment 397

Proposal for a regulation Article 53 – paragraph 1

Text proposed by the Commission

Amendment

1. Each European Coordinator of the European Transport Corridors and the two horizontal priorities shall draw up, at the latest two years after the entry into force of this Regulation and thereafter every **four** years, a work plan that provides a detailed analysis of the state of implementation of the corridor or horizontal priority under his/her competence and its compliance with the requirements of this Regulation as well as the priorities for its future development.

1. Each European Coordinator of the European Transport Corridors and the two horizontal priorities shall draw up, at the latest two years after the entry into force of this Regulation and thereafter every **two** years, a work plan that provides a detailed analysis of the state of implementation of the corridor or horizontal priority under his/her competence and its compliance with the requirements of this Regulation as well as the priorities for its future development.

Amendment 398

Proposal for a regulation
Article 53 – paragraph 2 – subparagraph 1

Text proposed by the Commission

The work plan shall be prepared in close cooperation with the Member States concerned and in consultation of the Corridor Forum and rail freight governance, or consultative forum of the horizontal priorities. The work plan of the European Transport Corridors shall be approved by the Member States concerned. The Commission shall submit the work plan to the European Parliament and the Council for information.

Amendment

The work plan shall be prepared in close cooperation with the Member States concerned and in consultation of the Corridor Forum and rail freight governance, or consultative forum of the horizontal priorities. **The *European Coordinator shall also involve, where appropriate, the neighbouring countries concerned and relevant international organisations in the preparation of the work plan.*** The work plan of the European Transport Corridors shall be approved by the Member States concerned. **The *neighbouring countries concerned shall be consulted on the work plan of the European Transport Corridors.*** The Commission shall submit the work plan to the European Parliament and the Council for information.

Amendment 399

Proposal for a regulation
Article 53 – paragraph 3 – point c

Text proposed by the Commission

(c) an identification of the missing links and bottlenecks hampering the development of the corridor;

Amendment

(c) an identification of the missing links and bottlenecks hampering the development of the corridor, ***with particular attention to the cross-border sections;***

Amendment 400

Proposal for a regulation
Article 53 – paragraph 3 – point c a (new)

Text proposed by the Commission

Amendment

(c a) an analysis of the state of play of

cross-border sections with a view of identifying challenges and proposing concrete measures to comply with the dates set out in this Regulation and the coherence of the financial programming of the Member States concerned to achieve this aim.

Amendment 401

Proposal for a regulation

Article 53 – paragraph 3 – point e

Text proposed by the Commission

(e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines of the corridor;

Amendment

(e) a description of possible solutions to address the investment needs and bottlenecks, in particular for the passenger and freight lines of the corridor, ***in order to meet the deadlines***;

Amendment 402

Proposal for a regulation

Article 53 – paragraph 3 – point f

Text proposed by the Commission

(f) a plan with intermediate targets for the removal of physical, technical, digital, operational and administrative barriers between and within transport modes and for the enhancement of efficient multimodal transport with particular attention to cross-border sections and national missing links.

Amendment

(f) a plan with intermediate targets for the removal of physical, technical, digital, operational and administrative barriers between and within transport modes and for the enhancement of efficient ***and accessible*** multimodal transport with particular attention to ***rail and its*** cross-border sections and national missing links;

Amendment 403

Proposal for a regulation

Article 53 – paragraph 3 – point f – subparagraph 1 (new)

Text proposed by the Commission

Amendment

For the analysis of the administrative barriers and the preparation of the plan,

the European Coordinator shall take into account the recommendations of the European Court of Auditors, the works of the designated authorities as set in the Smart TEN-T Directive, as well as the recommendations of any relevant authorities.

Amendment 404

Proposal for a regulation

Article 53 – paragraph 4 – introductory part

Text proposed by the Commission

4. The European Coordinator shall support Member States in implementing the work plan, in particular as regards:

Amendment

4. The European Coordinator shall support Member States **and, where appropriate, neighbouring countries** in implementing the work plan, in particular as regards:

Amendment 405

Proposal for a regulation

Article 53 – paragraph 4 – point a

Text proposed by the Commission

(a) the priority setting in national planning, through the identification of implementation problems and bottlenecks, including operational issues, on each corridor or for each horizontal priority;

Amendment

(a) the priority setting in national planning, through the identification of implementation problems and bottlenecks, including operational **and administrative** issues, on each corridor or for each horizontal priority;

Amendment 406

Proposal for a regulation

Article 53 – paragraph 4 – point c a (new)

Text proposed by the Commission

Amendment

(c a) monitoring project progress trends, and signalling early to the Commission potential significant delays;

Amendment 407

Proposal for a regulation Article 54 – paragraph 1

Text proposed by the Commission

1. Based on the first work plan of the European Coordinators, the Commission shall adopt an implementing act for each work plan of the European Transport Corridors and the two horizontal priorities. This implementing act shall set out the priorities for infrastructure and investment planning and for *funding*.

Amendment

1. Based on the first work plan of the European Coordinators, the Commission shall adopt an implementing act for each work plan of the European Transport Corridors and the two horizontal priorities. This implementing act shall set out the priorities for infrastructure and investment planning and for *timing in accordance with Article 6(1)*.

Amendment 408

Proposal for a regulation Article 54 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4 a. Based on the annual work plan of the European Coordinators, the Commission shall submit an annual implementation report to the European Parliament and national Parliaments detailing what measures it took in order to guarantee the completion of the network as laid out in this Regulation.

The annual implementation report shall comprise a country by country reporting for each Transport Corridor and shall:

(a) include a forecast which projects, technical and operational standards, on each Transport Corridor are in danger of missing the deadlines as set out in this Regulation;

(aa) include an analysis of the investments required in the long-term maintenance plans, as set out in Article 48, on each Transport Corridor, as well as any identified shortcoming in

maintenance or the financing resources required;

(b) include an explanation why the Commission did not start infringement procedures related to projects identified in point (a);

(c) inform about ongoing infringement procedures;

(d) inform about derogations from operational and technical standards;

(e) include an assessment about the impact of granted derogations from technical and operational standards and deadlines as defined in this Regulation on neighbouring countries.

Amendment 409

Proposal for a regulation Article 54 a (new)

Text proposed by the Commission

Amendment

Article 54 a

High-level agreements with neighbouring countries

1. Based on the first work plan of the European Coordinators, high-level agreements may be concluded between the Union and the neighbouring countries concerned for each work plan of the European Transport Corridors and for the two horizontal priorities where relevant.

2. The high-level agreements referred to in this Article shall set out the priorities for infrastructure and investment planning and for funding. They shall also include provisions on the communication by the neighbouring countries of regular reports on the progress achieved in implementing projects, indicating in particular the financial commitments made in the national budget plan.

Amendment 410

Proposal for a regulation Article 55 – paragraph 1

Text proposed by the Commission

1. Member States shall inform the Commission on a regular, comprehensive and transparent basis about the progress made in implementing projects of common interest and the investments made for that purpose. This information shall include the yearly transmission of data through the interactive geographical and technical information system for the trans-European transport network (TENtec). It shall include technical and financial data concerning projects of common interest on the trans-European transport network as well as data on the completion of the trans-European transport network.

Amendment

1. Member States shall inform the Commission on a regular, comprehensive and transparent basis about the progress made in implementing projects of common interest and the investments made for that purpose, ***including for cross-border projects***. This information shall include the yearly transmission of data through the interactive geographical and technical information system for the trans-European transport network (TENtec). It shall include technical and financial data concerning projects of common interest on the trans-European transport network as well as data on the completion of the trans-European transport network.

Amendment 411

Proposal for a regulation Article 55 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. The Commission shall introduce a network connectivity index with the aim of categorising the level of integration achieved through the use of services on each transport network and showing their potential. This network connectivity index shall be composed of connectivity indexes for the main transport modes. Those connectivity indexes shall identify the consistency, the quality, the diversity of the offer as well as the intermodal options.

The Commission shall ensure that the network connectivity index is regularly updated according to the implementation of projects on the TEN-T.

The index may be used as an indicator to channel Union funds where connectivity is lacking.

Amendment 412

Proposal for a regulation Article 55 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3 b. With respect to the European Transport Corridors, the Commission shall carry out and periodically update a transport market study relating to the observed and expected changes in the traffic on the corridor, covering the different types of traffic, both regarding the transport of freight and the transport of passengers and measures to increase the predictability of implementation and facilitation that the relevant deadlines are met. In carrying out and updating that study, the Commission shall involve the coordinator of the relevant European Transport Corridor and the management board of the relevant rail freight corridor.

Amendment 413

Proposal for a regulation Article 56 – paragraph 1 – subparagraph 1 – introductory part

Text proposed by the Commission

Amendment

Subject to the second paragraph of Article 172 TFEU, the Commission **shall be** empowered to adopt delegated acts in accordance with Article 60 to amend Annexes I and II, notably to take account of possible changes resulting from the quantitative thresholds laid down in Articles 20, 24 and 32. When adapting those Annexes, the Commission **shall**:

Subject to the second paragraph of Article 172 TFEU, the Commission **is** empowered to adopt delegated acts in accordance with Article 60 to amend Annexes I and II, notably to take account of possible changes resulting from the quantitative thresholds laid down in Articles 20, 24 and 32. When adapting those Annexes, the Commission:

Amendment 414

Proposal for a regulation

Article 56 – paragraph 1 – subparagraph 1 – point a

Text proposed by the Commission

(a) include inland ports, maritime ports and airports in the comprehensive network, if it is demonstrated that the latest three-year average of their traffic volume exceeds the relevant threshold;

Amendment

(a) **shall** include inland ports, maritime ports and airports in the comprehensive network, if it is demonstrated that the latest three-year average of their traffic volume exceeds the relevant threshold;

Amendment 415

Proposal for a regulation

Article 56 – paragraph 1 – subparagraph 1 – point b

Text proposed by the Commission

(b) exclude maritime ports and airports from the comprehensive network, if it is demonstrated that the average of their traffic volume over the last six years is below 85% of the relevant threshold;

Amendment

(b) **shall** exclude maritime ports and airports from the comprehensive network, if it is demonstrated that the average of their traffic volume over the last six years is below 85% of the relevant threshold, ***except for ports which provide the sole point of access to a NUTS 3 region in the comprehensive network, or unless it is demonstrated by the respective Member State with sufficient evidence that this node is of high European added value and geostrategic relevance for the European internal market and the Union's defence;***

Amendment 416

Proposal for a regulation

Article 56 – paragraph 1 – subparagraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(b a) may include maritime ports in the comprehensive or core network, at the request of the Member State concerned, where it is demonstrated that the maritime port has acquired further European added value due to its geostrategic importance for the Union and provided that the

requirements of Article 25 are complied with;

Amendment 417

Proposal for a regulation

Article 56 – paragraph 1 – subparagraph 1 – point c

Text proposed by the Commission

(c) include urban nodes in the trans-European transport network, if it is demonstrated that the number of inhabitants exceeds 100,000;

Amendment

(c) ***shall*** include urban nodes in the trans-European transport network, if it is demonstrated that the number of inhabitants ***in the functional urban area*** exceeds 100,000 ***and with the approval of the Member State concerned;***

Amendment 418

Proposal for a regulation

Article 56 – paragraph 1 – subparagraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(c a) may include urban nodes in the list of Annex II, at the request of the Member State concerned, if the urban node is located alongside an European Transport Corridor and provided that the requirements of Article 40 are complied with;

Amendment 419

Proposal for a regulation

Article 56 – paragraph 1 – subparagraph 1 – point c b (new)

Text proposed by the Commission

Amendment

(c b) may exclude urban nodes in the list of Annex II, at the request of the Member State concerned and with the approval of urban node concerned, if it is demonstrated the number of inhabitants in the functional urban area is below

100,000;

Amendment 420

Proposal for a regulation

Article 56 – paragraph 1 – subparagraph 1 – point d

Text proposed by the Commission

(d) include multimodal freight terminals identified by the Member State according to Article 35(4) in the trans-European transport network;

Amendment

(d) **shall** include multimodal freight terminals identified by the Member State according to Article 35(4) in the trans-European transport network;

Amendment 421

Proposal for a regulation

Article 56 – paragraph 1 – subparagraph 1 – point e

Text proposed by the Commission

(e) adjust the maps for road, railway and inland waterway infrastructure in a strictly limited way so as to reflect progress in completing the network. In adjusting those maps, the Commission shall not admit any adjustment in route alignment beyond that which is allowed by the relevant project authorisation procedure.

Amendment

(e) **shall** adjust the maps for road, railway and inland waterway infrastructure in a strictly limited way so as to reflect progress in completing the network. In adjusting those maps, the Commission shall not admit any adjustment in route alignment beyond that which is allowed by the relevant project authorisation procedure.

Amendment 422

Proposal for a regulation

Article 56 – paragraph 1 – subparagraph 2

Text proposed by the Commission

The adaptations referred to in points (a) to (c) of the first subparagraph shall be based on the latest available statistics published by Eurostat or, if those statistics are not available, by the national statistics offices of the Member States. The adaptations referred to in point (d) of the first subparagraph shall be based on the action

Amendment

The adaptations referred to in points (a) to (c) of the first subparagraph shall be based on the latest available statistics published by Eurostat or, if those statistics are not available, by the national statistics offices of the Member States, **while excluding years impacted by cyclical factors causing significant declines in traffic flows**. The

plan referred to in Article 35(4). The adaptations referred to in point (e) of the first subparagraph shall be based on the information provided by the Member States concerned in accordance with Article 55(1).

adaptations referred to in point (d) of the first subparagraph shall be based on the action plan referred to in Article 35(4). The adaptations referred to in point (e) of the first subparagraph shall be based on the information provided by the Member States concerned in accordance with Article 55(1).

Amendment 423

Proposal for a regulation Article 57 – paragraph 1

Text proposed by the Commission

National procedures regarding the involvement and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project. The Commission shall promote the exchange of good practice in this regard, notably as regards the consultation and inclusion of people in situations of vulnerability.

Amendment

National procedures regarding the involvement and consultation of regional and local authorities and civil society concerned by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project, ***while respecting the deadlines for those consultations as set in the Smart TEN-T Directive***. The Commission shall promote the exchange of good practice in this regard, notably as regards the consultation and inclusion of people in situations of vulnerability.

Amendment 424

Proposal for a regulation Article 58 – paragraph 2

Text proposed by the Commission

2. National investment plans shall include all projects of common interest and related investments needed for the timely completion of the network.

Amendment

2. National investment plans shall include all projects of common interest and related investments needed for the timely completion of the network, ***including for cross-border projects***.

Amendment 425

Proposal for a regulation
Article 58 – paragraph 3

Text proposed by the Commission

3. Member States shall notify to the Commission the draft national plans and programmes, or any modification of those, with a view to developing the trans-European transport network, at least twelve months before their adoption. The Commission may issue **an opinion** no later than six months following the notification by the Member State on the coherence of the draft national plans and programmes with the priorities set out in this Regulation and with the priorities set out in the work plans for the corresponding corridor(s) and of the horizontal priorities and in the implementing acts adopted in accordance with Article 54(1). The Member States shall inform the Commission, no later than two months after notification of the **opinion**, on the measures adopted to address the recommendations **set out in the opinion**.

Amendment

3. Member States shall notify to the Commission the draft national plans and programmes, or any modification of those, with a view to developing the trans-European transport network, at least twelve months before their adoption. The Commission may issue **a decision** no later than six months following the notification by the Member State on the coherence of the draft national plans and programmes with the priorities set out in this Regulation and with the priorities set out in the work plans for the corresponding corridor(s) and of the horizontal priorities and in the implementing acts adopted in accordance with Article 54(1). The Member States shall inform the Commission, no later than two months after notification of the **decision**, on the measures adopted to address the recommendations **and shall take all the correcting measures before the final adoption of the national plan. Projects within national plans that are not aligned with Union transport policy shall not be considered to be a priority for receiving Union funds.**

Amendment 426

Proposal for a regulation
Article 61 – paragraph 1 – subparagraph 1

Text proposed by the Commission

By 31 December **2033**, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out an assessment of the implementation of the core network, evaluating in particular its compliance with the requirements of this Regulation.

Amendment

By 31 December **2028**, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out an assessment of the implementation of the core network, evaluating in particular its compliance with the requirements of this Regulation.

Amendment 427

Proposal for a regulation Article 61 – paragraph 1 – subparagraph 2

Text proposed by the Commission

The assessment shall take into account the annual status report and the work plans drawn up by the European Coordinators pursuant to Article 51(5), point (e) and Article 53(1) respectively.

Amendment

The assessment shall take into account ***the national transport and investment plans***, the annual status report and the work plans drawn up by the European Coordinators pursuant to Article 51(5), point (e) and Article 53(1) respectively.

Amendment 428

Proposal for a regulation Article 61 – paragraph 2 – subparagraph 1 – introductory part

Text proposed by the Commission

By 31 December **2033**, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out a review of the implementation of the extended core and the comprehensive network, evaluating:

Amendment

By 31 December **2028**, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out a review of the implementation of the extended core and the comprehensive network, evaluating:

Amendment 429

Proposal for a regulation Article 61 – paragraph 2 – subparagraph 1 – point a

Text proposed by the Commission

(a) compliance with this Regulation;

Amendment

(a) compliance with this Regulation, ***including the degree of compliance with the goals set for 2030, as well as the measures needed to ensure compliance with subsequent targets, such as targets for 2040 and 2050.***;

Amendment 430

Proposal for a regulation

Article 61 – paragraph 2 – subparagraph 1 – point b

Text proposed by the Commission

(b) progress in the implementation of this Regulation;

Amendment

(b) progress in the implementation of this Regulation, ***including any significant delays in concrete projects or sections of the network***;

Amendment 431

Proposal for a regulation

Article 62 – paragraph 1

Text proposed by the Commission

1. In the event of ***significant*** delay in starting or completing work on the core network, extended core network and on the comprehensive network compared to the initial timeline set in implementing acts in accordance with Article 54 or defined in national transport and investment plans or other relevant project documentation, the Commission ***may*** ask the Member State or Member States concerned to provide the reasons for the delay. Such reasons shall be provided by the Member State or Member States within three months of the request. On the basis of the reply given, the Commission shall consult the Member State or Member States concerned in order to resolve the problem that has caused the delay.

Amendment

1. In the event of delay in starting or completing work on the core network, extended core network and on the comprehensive network compared to the initial timeline set in implementing acts in accordance with Article 54 or defined in national transport and investment plans or other relevant project documentation, ***as well as delays for projects as set out in Article 5 of the Smart TEN-T Directive***, the Commission ***shall*** ask the Member State or Member States concerned to provide the reasons for the delay. Such reasons shall be provided by the Member State or Member States within three months of the request. On the basis of the reply given, the Commission shall consult the Member State or Member States concerned in order to resolve the problem that has caused the delay.

Amendment 432

Proposal for a regulation

Article 62 – paragraph 2

Text proposed by the Commission

2. In case the delayed section concerns a European Transport Corridor, the

Amendment

2. In case the delayed section concerns a European Transport Corridor, the

European Coordinator shall be involved in view of resolving the problem.

European Coordinator shall ***simultaneously to the requirement set out in paragraph 1***, be involved in view of resolving the problem.

Amendment 433

Proposal for a regulation Article 62 – paragraph 3 – subparagraph 1

Text proposed by the Commission

The Commission ***may***, after considering the reasons provided by the Member State or Member States concerned pursuant to the first subparagraph, adopt a decision addressed to the Member State or Member States concerned, finding that the ***significant*** delay in starting or completing the work on the core network, extended core network or on the comprehensive network is attributable to the Member State or Member States without an objective justification. The Commission shall give the Member State or Member States concerned 6 months to eliminate the ***significant*** delay.

Amendment

The Commission ***shall***, after considering the reasons provided by the Member State or Member States concerned pursuant to the first subparagraph, adopt a decision addressed to the Member State or Member States concerned, finding that the delay in starting or completing the work on the core network, extended core network or on the comprehensive network is attributable to the Member State or Member States without an objective justification. The Commission shall give the Member State or Member States concerned 6 months to eliminate the delay.

Amendment 434

Proposal for a regulation Article 62 – paragraph 3 – subparagraph 2

Text proposed by the Commission

In case the delayed section concerns a project supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules.

Amendment

deleted

Amendment 435

Proposal for a regulation
Article 62 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3 a. In the event of a significant delay in starting or completing work on the core network, extended core network and on the comprehensive network compared to the initial timeline set in implementing acts referred to in Article 54 of this Regulation or defined in national transport and investment plans or other relevant project documentation, as well as delays for projects as set in Article 5 of the Smart TEN-T Directive, the Commission shall immediately launch an infringement procedure.

Amendment 436

Proposal for a regulation
Article 62 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3 b. In the event that the delayed or significantly delayed section concerns a project supported with Union funds under direct management, a reduction of the amount of the grant and/or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules.

Amendment 437

Proposal for a regulation
Article 63 – subparagraph 1

Text proposed by the Commission

Amendment

The provisions relating to railways, and in particular any requirement to connect airports and ports to railways as well as the provisions related to safe and secure parking and multimodal freight terminals

The provisions relating to railways, and in particular any requirement to connect airports and ports to railways as well as the provisions related to safe and secure parking and multimodal freight terminals

shall not apply to Cyprus, Malta and outermost regions for as long as no railway system is established within their territory.

shall not apply to Cyprus, Malta, *islands* and outermost regions for as long as no railway system is established within their territory.

Amendment 438

Proposal for a regulation Article 63 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

Article 16a shall not apply to Ireland.
(See EC amended proposal point 9)

Amendment 439

Proposal for a regulation Article 65 – paragraph 1 – point 7 Regulation (EU) N°913/2010 Article 9 – Paragraph 3

Text proposed by the Commission

Amendment

3. The management board shall carry out and periodically update a transport market study relating to the observed and expected changes in the traffic on the freight corridor, covering the different types of traffic, both regarding the transport of freight and the transport of passengers. This study shall also review, where necessary, the socio-economic costs and benefits stemming from the development of the freight corridor.

deleted

Amendment 440

Proposal for a regulation Article 65 – paragraph 1 – point 8 Regulation (EU) No 913/2010 Article 11 – paragraph 3

Text proposed by the Commission

3. The cooperation and the consultation shall address in particular:

Amendment

3. The cooperation and the consultation ***between all parties*** shall address in particular:

Amendment 441

Proposal for a regulation

Article 65 – paragraph 1 – point 8

Regulation (EU) No 913/2010

Article 11 – paragraph 3 – point c

Text proposed by the Commission

(c) need for targeted investments to remove local bottlenecks, such as connecting loops, improvements to nodes and last-mile infrastructure or technical equipment enhancing operational performance.

Amendment

(c) need for targeted investments ***to upgrade infrastructure according to the TEN-T requirements and*** to remove local bottlenecks, such as connecting loops, improvements to nodes and last-mile infrastructure or technical equipment enhancing operational performance.’

Amendment 442

Proposal for a regulation

Article 65 – paragraph 1 – point 10

Regulation (EU) No 913/2010

Article 22 – paragraph 1

Text proposed by the Commission

1. Every ***four*** years from the time of the establishment of a freight corridor, the executive board referred to in Article 8(1) shall present to the Commission the results of the implementation plan for that corridor. The Commission shall analyse those results and notify the Committee referred to in Article 21 of its analysis.’

Amendment

1. Every ***two*** years from the time of the establishment of a freight corridor, the executive board referred to in Article 8(1) shall present to the Commission the results of the implementation plan for that corridor. The Commission shall analyse those results and notify the Committee referred to in Article 21 of its analysis.’

Amendment 443

Proposal for a regulation

Annex 1 – part 2/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- Galati as Rail-Road Terminal (RRT)

Amendment 444

Proposal for a regulation

Annex 1 – part 2/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- Buzau - Galati

Amendment 445

Proposal for a regulation

Annex 1 – part 3/23

Text proposed by the Commission

Amendment

Add the following to the core network:

***- Craiova - Caracal - Alexandria -
București***

Amendment 446

Proposal for a regulation

Annex 1 – part 3/23

Text proposed by the Commission

Amendment

***Add the following to comprehensive
network:***

- Craiova - Pitești

Amendment 447

Proposal for a regulation

Annex 1 – part 9/23

Text proposed by the Commission

Amendment

Add the following to comprehensive network:

- Colmar - Freiburg rail passengers line

Amendment 448

**Proposal for a regulation
Annex 1 – part 9/23**

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Haguenau - Roeschwoog - Rastatt rail passengers line

Amendment 449

**Proposal for a regulation
Annex 1 – part 11/23**

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Zwolle (NL) - Münster (DE) rail passenger line

Amendment 450

**Proposal for a regulation
Annex 1 – part 11/23**

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Railway from Emmen (NL) to Rheine (DE)

Amendment 451

Proposal for a regulation Annex 1 – part 11/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- Amsterdam (NL) - Groningen (NL) - Bremen (DE) rail passenger line

Amendment 452

Proposal for a regulation Annex 1 – part 11/23

Text proposed by the Commission

Amendment

Add the following to the Extended Core network:

- Include the railway connection ‘Lelylijn’ from Amsterdam to Groningen (NL)

Amendment 453

Proposal for a regulation Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Berlin – Küstrin-Kietz – Kostrzyn rail freight line (conventional/ new construction)

Amendment 454

Proposal for a regulation Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Karlsruhe (DE) Wörth - Lauterbourg (FR)- Strasbourg (FR)

Amendment 455

Proposal for a regulation Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- Nürnberg - Amberg - Furth im Wald rail freight line (conventional/new construction)

Amendment 456

Proposal for a regulation Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- Lübeck – Travemünde Skandinavienkai rail freight line (conventional/new construction)

Amendment 457

Proposal for a regulation Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- Neumünster – Bad Oldesloe rail freight line (conventional/new construction)

Amendment 458

Proposal for a regulation Annex 1 – part 12/23 and part 13/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

***- Colmar-Freiburg rail passenger line
(conventional/new construction)***

Amendment 459

Proposal for a regulation Annex 1 – part 12/23 and part 13/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

***- Rastatt-Hagenau rail passenger line
(conventional/new construction)***

Amendment 460

Proposal for a regulation Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- Berlin -Kostrzyn(conventional / new construction)

Amendment 461

Proposal for a regulation Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the extended core

network:

*- Amsterdam (NL) - Groningen (NL) -
Bremen (DE) rail passenger line*

Amendment 462

**Proposal for a regulation
Annex 1 – part 13/23**

Text proposed by the Commission

Amendment

Add the following to the core network:

*- Nürnberg - Amberg - Furth im Wald rail
passenger line (conventional/new
construction)*

Amendment 463

**Proposal for a regulation
Annex 1 – part 16/23**

Text proposed by the Commission

Amendment

Add the following to the core network:

- Zaragoza-Tardienta (freight rail)

Amendment 464

**Proposal for a regulation
Annex 1 – part 16/23**

Text proposed by the Commission

Amendment

Add the following to the core network:

*- Zaragoza-Lleida-Tarragona
(freight/conventional)*

Amendment 465

**Proposal for a regulation
Annex 1 – part 16/23**

Text proposed by the Commission

Amendment

Add the following to the core network:

***- Santiago - Vigo - Ourense (rail freight /
≥ 200 km/h / New Constr.)***

Amendment 466

Proposal for a regulation

Annex 1 – part 16/23

Text proposed by the Commission

Amendment

Add the following to the core network:

***- El Ferrol - A Coruña (rail freight / ≥
200 km/h.)***

***- El Ferrol - Lugo - Monforte (rail freight
/ ≥ 200 km/h.)***

Amendment 467

Proposal for a regulation

Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission

Amendment

***Add the following to the extended core
network:***

***- Astorga – Zamora – Salamanca –
Plasencia (passenger and freight rail /
New Constr.)***

Amendment 468

Proposal for a regulation

Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission

Amendment

Add the following to the core network:

***- Alicante - San Isidro (freight and
passenger/ ≥ 200 km/h)***

Amendment 469

**Proposal for a regulation
Annex 1 – part 16/23 and part 17/23**

Text proposed by the Commission

Amendment

***Add the following to the core network:
- Port of Bahía de Cádiz***

Amendment 470

**Proposal for a regulation
Annex 1 – part 16/23 and part 17/23**

Text proposed by the Commission

Amendment

***Add the following to the comprehensive network:
- Granada – Motril (passenger and freight rail / Conventional / New Constr.)***

Amendment 471

**Proposal for a regulation
Annex 1 – part 16/23 and part 17/23**

Text proposed by the Commission

Amendment

Add high speed for rail freight and passenger to the following to the core network:

Pamplona (ES)-Ezkiio/Itxaso (ES)

Amendment 472

**Proposal for a regulation
Annex 1 – part 16/23 and part 17/23**

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- Pau - Huesca (freight and passenger)

Amendment 473

**Proposal for a regulation
Annex 1 – part 16/23 and part 17/23**

Text proposed by the Commission

Amendment

Add high speed for rail freight and passenger to the following to the core network:

Bilbao (ES)-Santander (ES)

Amendment 474

**Proposal for a regulation
Annex 1 – part 17/23**

Text proposed by the Commission

Amendment

Add the following to the core network:

- Santiago - Ourense (passenger rail/ \geq 200 km/h)

Amendment 475

**Proposal for a regulation
Annex 1 – part 17/23**

Text proposed by the Commission

Amendment

Add the following to the core network:

**- Utrera- Granada- Almería
(passenger and freight rail/ \geq 200 km/h)**

Amendment 476

Proposal for a regulation

Annex 1 – part 17/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- *Medina del Campo – Salamanca – Fuentes de Oñoro (passenger rail / \geq 200 km/h)*
- *Madrid – Adanero – Tordesillas – Benavente – Ponferrada – Lugo – A Coruña (Road)*
- *Astorga – León – Carrión de los Condes – Burgos (Road)*
- *Port of Bahía de Cádiz*
- *Vigo - Porto (passenger rail/ \geq 200 km/h)*

Amendment 477

Proposal for a regulation Annex 1 – part 17/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- *Sevilla – Huelva – Faro (passenger rail / \geq 200 km/h / New Constr.)*
- *Córdoba - Jaén – Granada (Conventional)*
- *Madrid – Alcázar de San Juan – Jaén (Conventional)*
- *Bilbao – Santander (passenger and freight rail / \geq 200 km/h / New Constr.)*

Amendment 478

Proposal for a regulation Annex 1 – part 18/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- *Bussoleno - Avigliana (\geq 200 km/h)*
- *Orbassano - Torino S.Paolo (\geq 200*

km/h)

Amendment 479

Proposal for a regulation Annex 1 – part 18/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- Bologna – Ancona (≥ 200 km/h)

Amendment 480

Proposal for a regulation Annex 1 – part 18/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- Ancona – Foggia (≥ 200 km/h)

Amendment 481

Proposal for a regulation Annex 1 – part 18/23 and part 19/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

***- Zagreb (HR) - Maribor (SI) - Graz (AT)
railfreight / passenger (conventional/new
construction)***

Amendment 482

Proposal for a regulation Annex 1 – parts 18/23 and 19/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Pula - Buzet (HR) - Divača (SI) - Trieste (IT) rail freight/passenger line Lupoglav – Buzet - state border (SI) - Prešnica (SI)

Amendment 483

**Proposal for a regulation
Annex 1 – parts 18/23 and 19/23**

Text proposed by the Commission

Amendment

Add the following to the core network:

- Battipaglia - Praia a mare rail freight line and rail passenger line

Amendment 484

**Proposal for a regulation
Annex 1 – part 18/23 and part 19/23**

Text proposed by the Commission

Amendment

Add the following to the core network:

- Bolzano and Rovereto rail freight bypasses (conventional).

Amendment 485

**Proposal for a regulation
Annex 1 – part 18/23 and part 19/23**

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Caltanissetta - Marsala/Agrigento/Licata/Gela/Pozzallo rail freight line, rail passengers' line (conventional)

Amendment 486

Proposal for a regulation Annex 1 – part 19/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- Bussoleno - Avigliana (≥ 200 km/h)***
- Orbassano - Torino S.Paolo (≥ 200 km/h)***

Amendment 487

Proposal for a regulation Annex 1 – part 19/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- Bologna – Ancona (≥ 200 km/h)***

Amendment 488

Proposal for a regulation Annex 1 – part 19/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- Ancona – Foggia (≥ 200 km/h)***

Amendment 489

Proposal for a regulation Annex 1 – part 19/23

Text proposed by the Commission

Amendment

Include the following sections as high-speed (≥ 250 km/h) rail passengers lines:

- *Milano – Treviglio (core network)*
- *Treviglio – Verona (core network)*

Amendment 490

Proposal for a regulation Annex 1 – part 19/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- *Bari - Brindisi - Lecce passengers rail line (conventional)*
- *Bologna - Foggia passengers rail line (high speed)*
- *Pisa – Roma passengers rail line (conventional)*
- *Rosignano Marittimo - Civitavecchia motorway.*

Amendment 491

Proposal for a regulation Annex 1 – part 19/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

Rijeka - Divača (SI) - Trieste (IT) road connection Kanfanar – Umag – State border - (SI) road connection

Amendment 492

Proposal for a regulation Annex 1 – part 21/23

Text proposed by the Commission

Amendment

Add the following to the core network:

*- Craiova-Caracal-Alexandria-București
Add Galati as Rail-Road Terminal*

Amendment 493

Proposal for a regulation Annex 1 – part 21/23

Text proposed by the Commission

Amendment

*Add the following to comprehensive
network*

- Craiova - Pitesti

Amendment 494

Proposal for a regulation Annex 2 – table – section AT

Text proposed by the Commission

Amendment

Node Name: Klagenfurt

Node Name: Klagenfurt

Rail road terminals: *comprehensive*
(Villach -Fürnitz)

Rail road terminals: *core* (Villach -Fürnitz)

Amendment 495

Proposal for a regulation Annex 2 – table – section DE

Text proposed by the Commission

Amendment

Node name: Föhr Amrum

Deletion of the node.

Amendment 496

Proposal for a regulation Annex 2 – table – section DE

Text proposed by the Commission

Amendment

Node name: List auf Sylt

Deletion of the node.

Amendment 497

Proposal for a regulation Annex 2 – table – section DE

Text proposed by the Commission

Node name: Wyk auf Föhr

Amendment

Deletion of the node.

Amendment 498

Proposal for a regulation Annex 2 - table - section DE

Text proposed by the Commission

Node name: Kiel

Maritime port: ***Comprehensive***

Amendment

Node name: Kiel

Maritime port: ***Core***

Amendment 499

Proposal for a regulation Annex 2 – table – section ES

Text proposed by the Commission

Node name: Castellón

Maritime port: ***Comprehensive***

Amendment

Node name: Castellón

Maritime port: ***Core***

Amendment 500

Proposal for a regulation Annex 2 – table – section ES

Text proposed by the Commission

Amendment 501

Proposal for a regulation

Amendment

Node name: Vilagarcía de Arousa

Maritime port: Comprehensive

Annex 2 - table - section ES

Text proposed by the Commission

Node name: Cádiz

Maritime port: **Comprehensive** (Bahía de Cádiz)

Amendment

Node name: Cádiz

Maritime port: **Core** (Bahía de Cádiz)

Amendment 502

Proposal for a regulation

Annex 2 - table - section ES

Text proposed by the Commission

Node name: Ferrol

Maritime port: **Comprehensive**

Amendment

Node name: Ferrol

Maritime port: **Core**

Amendment 503

Proposal for a regulation

Annex 2 - table - section ES

Text proposed by the Commission

Node name: Pontevedra (Puerto de Marín-Ría)

Maritime port: **Comprehensive**

Amendment

Node name: Pontevedra (Puerto de Marín-Ría)

Maritime port: **Core**

Rail road terminals: Básica (San Roque)

Amendment 504

Proposal for a regulation

Annex 2 - table - section ES

Text proposed by the Commission

Node name: Santander

Maritime port: **Comprehensive**

Amendment

Node name: Santander

Maritime port: **Core**

Amendment 505

Proposal for a regulation

Annex 2 - table - section ES

Text proposed by the Commission

Node name: Vigo

Maritime port: ***Comprehensive***

Amendment

Node name: Vigo

Maritime port: ***Core***

Amendment 506

Proposal for a regulation

Annex 2 – table – section FI

Text proposed by the Commission

Amendment

Node Name: Kaskinen

Maritime port: Comprehensive

Amendment 507

Proposal for a regulation

Annex 2 – table – section FI

Text proposed by the Commission

Amendment

Node name: Oulu / Uleåborg

Maritime port: ***Comprehensive*** (Oulu)

Node name: Oulu / Uleåborg

Maritime port: ***Core*** (Oulu)

Amendment 508

Proposal for a regulation

Annex 2 - table - section FI

Text proposed by the Commission

Amendment

Node name: Kokkola

Maritime port: ***Comprehensive***

Node name: Kokkola

Maritime port: ***Core***

Amendment 509

Proposal for a regulation

Annex 2 - table - section FI (new)

Text proposed by the Commission

Amendment

Node name: Pietarsaari

Maritime port: Comprehensive

Amendment 510

Proposal for a regulation

Annex 2 – table – section HR

Text proposed by the Commission

Amendment

Node name: Ploče

Node name: Ploče

Maritime port: *Comprehensive*

Maritime port: *Core*

Amendment 511

Proposal for a regulation

Annex 2 – table – section IT

Text proposed by the Commission

Amendment

Node name: Lecce

Urban node: X

Amendment 512

Proposal for a regulation

Annex 2 - table - section IT

Text proposed by the Commission

Amendment

Node name: Salerno

Node name: Salerno

Airport: Comprehensive

Amendment 513

Proposal for a regulation

Annex 2 – table – section IT

Text proposed by the Commission

Node name: Modena

Amendment

Node name: Modena

Rail Road Terminals: Core (Marzaglia Multimodal Terminal)

Amendment 514

Proposal for a regulation Annex 2 - table - section PL

Text proposed by the Commission

Node Name: Bydgoszcz

Rail road terminals: ***comprehensive***
(Bydgoszcz, Bydgoszcz – Południe)

Amendment

Node Name: Bydgoszcz

Rail road terminals: ***core*** (Bydgoszcz,
Bydgoszcz – Południe)

Amendment 515

Proposal for a regulation Annex 2 - table - section RO

Text proposed by the Commission

Node name: Constanța

Maritime port: core

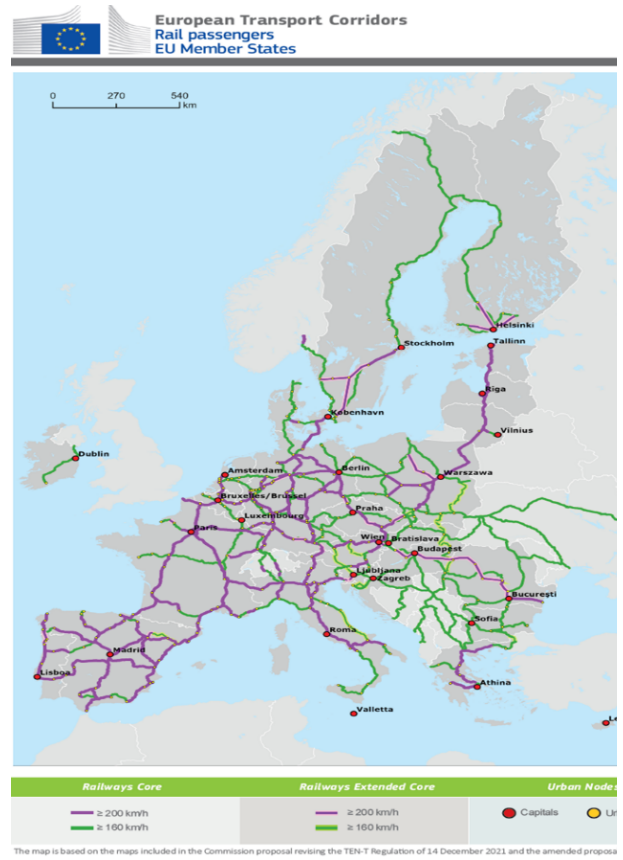
Amendment

Node name: Constanța

Maritime port: core (***Constanța/Midia***)

Amendment 516

Proposal for a regulation Annex 3 – part 1a/14 (new)



Amendment 517

Proposal for a regulation Annex 3 – part 1b/14 (new)

Text proposed by the Commission

Amendment



Amendment 518

Proposal for a regulation Annex 3 – part 1/14

Text proposed by the Commission

Amendment

Add the following to the map of European Transport corridors:

Prolong the Western Balkans Corridor from Durrës (ALB) across the Adriatic Sea to Bari (IT) and connect, via Tirana (ALB), to Skopje (MK) and Sofia (BG).

Amendment 519

Proposal for a regulation Annex 3 – part 1/14

Text proposed by the Commission

Amendment

Add the following to the corridor Western Balkans :

**- Sofia - Skopje - Durres - Igoumenitsa
(entire section)**

Amendment 520

**Proposal for a regulation
Annex 3 - part 2/14**

Text proposed by the Commission

Amendment

Add the following to the Atlantic Corridor:

- **Madrid – Adanero – Tordesillas – Benavente – Ponferrada – Lugo – A Coruña (Road)**
- **Astorga – León – Carrión de los Condes – Burgos (Road)**
- **A Coruña – Gijón – Santander - Bilbao (Road)**
- **Santiago – Vigo (Rail freight)**
- **Port of Bahía de Cádiz**
- **Sevilla – Huelva – Faro (Rail passengers)**

Amendment 521

**Proposal for a regulation
Annex 3 - part 2/14**

Text proposed by the Commission

Amendment

Add the following to the corridor Atlantic Corridor:

- Santander - Bilbao (rail freight and passengers)

Amendment 522

Proposal for a regulation

Annex 3 - part 5/14

Text proposed by the Commission

Amendment

Add the following to the corridor North Sea - Baltic Corridor :

- Zwolle (NL) - Münster (DE) rail passenger line

Amendment 523

Proposal for a regulation

Annex 3 - part 6/14 - part 7/14

Text proposed by the Commission

Amendment

Add the following to the Scandinavian-Mediterranean Corridor:

- Villa San Giovanni - Messina motorway, passengers's rail line, freight rail line (bridge - fixed link).

Amendment 524

Proposal for a regulation

Annex 3 – part 7/14

Text proposed by the Commission

Amendment

Add the following to the Scandinavian - Mediterranean corridor:

- Stockholm-Oslo railway (rail passengers line)

Amendment 525

Proposal for a regulation

Annex 3 - part 7/14 and part 8/14

Text proposed by the Commission

Amendment

Add the following to the corridor Baltic Sea - Adriatic Sea:

- Rijeka - Zagreb motorway

*- port of Rijeka (“core”)
-Rijeka - Zagreb rail freight/passenger
line*

Amendment 526

Proposal for a regulation Annex 3 - part 9/14

Text proposed by the Commission

Amendment

*Add the following to the corridor Rhine-
Danube Corridor:*

*- Nürnberg - Sulzbach - Rosenberg -
Amberg - Schwandorf rail freight and rail
passengers line*

*The above rail line shall be included in
the core network as specified in Annex 1*

Amendment 527

Proposal for a regulation Annex 3 – part 9/14

Text proposed by the Commission

Amendment

*Add the following to the corridor Rhine-
Danube*

- Craiova - Alexandria București

Amendment 528

Proposal for a regulation Annex 3 – part 9/14

Text proposed by the Commission

Amendment

*Delete the following from the corridor
Rhine-Danube:*

- Craiova -Pitesti

Amendment 529

Proposal for a regulation Annex 3 – part 9/14

Text proposed by the Commission

Amendment

Add the following to the corridor Rhine - Danube:

- Ruse - Razgrad - Shumen - Provadia - Devnya - Varna (inland waterways

The above lines shall be included in the core and/or the comprehensive network as specified in Annex

Amendment 530

Proposal for a regulation Annex 3 - part 10/14

Text proposed by the Commission

Amendment

Add the following to the Mediterranean Corridor:

- Rijeka - Split motorway

- Rijeka - Split rail freight/passenger line

- port of Split (“core”)

- airport of Split (“core”)

Amendment 531

Proposal for a regulation Annex 3 - part 10/14 and part 11/14

Text proposed by the Commission

Amendment

Add the following to the corridor Mediterranean Corridor:

- Maintain the route of the Mediterranean Corridor, including across Hungary

Amendment 532

**Proposal for a regulation
Annex 3 – part 12/14**

Text proposed by the Commission

Amendment

Add the following to the corridor Western Balkans :

- Port of Ploče

The above port shall be included in the core network as specified in Annex 1.

Amendment 533

**Proposal for a regulation
Annex 3 – part 13/14**

Text proposed by the Commission

Amendment

Add the following to the corridor Baltic-Black-Aegean Seas:

- Craiova - Alexandria - București

Amendment 534

**Proposal for a regulation
Annex 3 – part 13/14**

Text proposed by the Commission

Amendment

Delete the following from the corridor Baltic- Black-Aegean Seas:

- Craiova - Pitesti

Amendment 535

**Proposal for a regulation
Annex 3 - part 12/14 and part 13/14**

Text proposed by the Commission

Amendment

Add the following to the corridor Western Balkans :

- Sofia - Skopje - Durres - Igoumenitsa (road, rail freight and rail passengers, for

the entire section)

- Port of Durres

Amendment 536

Proposal for a regulation
Annex 4 – part 2/12

Text proposed by the Commission

Amendment

Add the following to the core network:

*- Stockholm - Oslo rail passengers line (>
200 km/h / new construction)*

Amendment 537

Proposal for a regulation
Annex 4 – part 8/12

Text proposed by the Commission

Amendment

Add the following to the core network:

- Ungheni - Balti

*- Balti - Ocnita - Mohyliv / Podylski-
Zhmerynka*

Amendment 538

Proposal for a regulation
Annex 4 – part 8/12

Text proposed by the Commission

Amendment

*Delete the following from the
comprehensive network:*

- Balti - Soroca (MD/UA border)

- Soroca (MD/UA border) - Hardkivka

Amendment 539

Proposal for a regulation
Annex 4 – part 8/12

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Chişinău -Cainari

- Basarabesca - Berezyne -Bilhorod - Odesa

- Basarabesca - Etulia - Reni - Giurgiulesti

Amendment 540

Proposal for a regulation Annex 4 – part 8/12

Text proposed by the Commission

Amendment

Add the following to the core network:

- Palanca - Odesa

Amendment 541

Proposal for a regulation Annex 4 – part 8/12

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Anenii Noi - Odesa

- Riscani - Soroca

- Soroca - Vinnytsia - Zhitomir

Amendment 542

Proposal for a regulation Annex V – point 1

Text proposed by the Commission

Amendment

1. Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) shall have as

1. Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) shall have as

central goal improving accessibility of the functional urban area and providing **high-quality, safe** and sustainable **low-emission** mobility to, through and within the functional urban area. It shall notably support **zero-emission** mobility and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of **zero-emission** vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes.

central goal improving accessibility of the functional urban area **to all users, with particular attention to persons with disabilities or reduced mobility**, and providing **high-quality, safe, accessible, affordable** and sustainable mobility to, through and within the functional urban area. It shall notably support **zero- and low-emission** mobility, **including active mode and public transport**, and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of **zero- and low-emission** vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes

Amendment 543

Proposal for a regulation Annex V – point 2

Text proposed by the Commission

2. Long-term vision and short-term implementation plan: A SUMP shall include a – or be linked to an existing – long term strategy for the future development of transport infrastructure and multi-modal services. It shall also include a delivery plan for the short-term implementation of the strategy. It shall be embedded into an integrated approach for sustainable development of the urban area and linked to relevant land-use and spatial planning.

Amendment

2. Long-term vision and short-term implementation plan: A SUMP shall include a – or be linked to an existing – long term strategy, **including in financial terms**, for the future development of transport infrastructure and multi-modal services. It shall also include a delivery plan for the short-term implementation of the strategy. It shall be embedded into an integrated approach for sustainable **and accessible** development of the urban area and linked to relevant land-use and spatial planning.

Amendment 544

Proposal for a regulation Annex V – point 3

Text proposed by the Commission

3. Integration of the different modes of transport: A SUMP shall promote multimodal transport through the integration of the different modes and measures aimed at facilitating seamless and sustainable mobility. It shall include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility, and, as appropriate, inland waterway and maritime transport. It shall also include actions to promote **zero-emission** mobility, in particular with regard to the greening of the urban fleet, to reduce congestion and to improve road safety in particular of vulnerable road users.

Amendment

3. Integration of the different modes of transport: A SUMP shall promote multimodal **accessible** transport through the integration of the different modes and measures aimed at facilitating seamless and sustainable mobility. It shall include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility, **shared mobility**, and, as appropriate, inland waterway and maritime transport. It shall also include actions to promote **zero- and low-emission** mobility, in particular with regard to the greening of the urban fleet, to reduce congestion, **to improve accessibility for all users** and to improve road safety in particular of vulnerable road users, **in accordance with Union road safety standards, including for active modes**.

Amendment 545

Proposal for a regulation
Annex V – point 4

Text proposed by the Commission

4. Effective functioning of TEN-T: A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of **zero-emission** vehicles. It shall in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T.

Amendment

4. Effective functioning of TEN-T: A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of **zero- and low-emission** vehicles. It shall in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T.

Amendment 546

Proposal for a regulation
Annex V – point 5

Text proposed by the Commission

5. Participatory approach: The development and implementation of a SUMP shall be based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities. Citizens as well as representatives of civil society and economic actors shall also be involved.

Amendment

5. Participatory approach: The development and implementation of a SUMP shall be based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities, ***in particular urban transport authorities***. Citizens, ***accessibility experts***, as well as representatives of civil society and economic actors shall also be ***actively*** involved. ***Cooperation between urban and regional authorities shall be established, where relevant, in order to increase accessibility and connectivity between urban and rural areas.***

Amendment 547

Proposal for a regulation
Annex V – point 6

Text proposed by the Commission

6. Monitoring and performance indicators: A SUMP shall include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility services, as well as data on air and noise pollution in cities. The implementation of a SUMP shall be monitored using performance indicators. Member States and the relevant authorities shall implement mechanisms to ensure that a SUMP is in line with the provisions of this Annex and of high quality.

Amendment

6. Monitoring and performance indicators: A SUMP shall include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, ***improved management of traffic flows***, congestion, accidents and injuries, modal share and access to mobility services ***for all users***, as well as data on air and noise pollution in cities. The implementation of a SUMP shall be monitored using performance indicators. Member States and the relevant authorities shall implement mechanisms to ensure that a SUMP is in line with the provisions of this Annex and of high quality. ***The Commission shall, in collaboration with the national SUMP contact point, regularly monitor the proper implementation of SUMP, foster***

exchange of best practices and may issue recommendations in case of non-compliance with the minimum requirements and standards.

Amendment 548

Proposal for a regulation

Annex VI – paragraph 1 – point 2 – point j

Regulation (EU) 2021/1153

Annex – part III – point 1

Text proposed by the Commission

(j) the thirty-fifth row with the title ‘Core network corridor “Scandinavian – Mediterranean”’ and the thirty-sixth row containing its alignment is deleted.

Amendment

(j) the thirty-fifth row with the title ‘Core network corridor “Scandinavian – Mediterranean”’ and the thirty-sixth row containing its alignment is deleted;
following the thirty-seventh row containing the cross-border links on that corridor, insert a new row adding the "Missing link" "Villa San Giovanni – Messina (fixed link)" for "Road/Rail";