



2021/0420(COD)

10.10.2022

*****I**

DRAFT REPORT

on the proposal for a regulation of the European Parliament and of the Council
Guidelines for the development of the trans-European transport network,
amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and
repealing Regulation (EU) 1315/2013
(COM(2021)0812 – C9-0472/2021 – 2021/0420(COD))

Committee on Transport and Tourism

Rapporteur: Barbara Thaler, Dominique Riquet,

Symbols for procedures

- * Consultation procedure
- *** Consent procedure
- ***I Ordinary legislative procedure (first reading)
- ***II Ordinary legislative procedure (second reading)
- ***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the **■** symbol or strikeout. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**on the proposal for a Regulation of the European Parliament and of the Council
Guidelines for the development of the trans-European transport network, amending
Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation
(EU) 1315/2013**

(COM(2021)0812 and COM(2022)0384 – C9-0472/2021 – 2021/0420(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2021)0812) and the amended proposal (COM(2022)0384),
 - having regard to Article 294(2) and Article 172 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0472/2021),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the reasoned opinion submitted, within the framework of Protocol No 2 on the application of the principles of subsidiarity and proportionality, by the French Senate, asserting that the draft legislative act does not comply with the principle of subsidiarity,
 - having regard to the opinion of the European Economic and Social Committee of 25 October 2021 ¹,
 - having regard to the opinion of the Committee of the Regions of ... ²,
 - having regard to Rule 59 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism (A9-0000/2022),
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

¹ OJ C 290, 29.7.2022, p. 120.

² Not yet published in the Official Journal.

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.

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

(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 **powered by alternative and renewable fuels** 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.

Or. en

Amendment 2

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) In the implementation of projects of common interest, due consideration should be given to the particular circumstances of the individual project concerned. Where possible, synergies with other policies should be exploited, for instance with tourism aspects by including, within civil engineering structures such as bridges or tunnels, bicycle infrastructure for cycling paths, including the EuroVelo routes, or with security aspects by including new technologies such as sensors in bridges.

Amendment

(9) In the implementation of projects of common interest, due consideration should be given to the particular circumstances of the individual project concerned. Where possible, synergies with other policies should be exploited, for instance with tourism aspects by including, within civil engineering structures such as bridges or tunnels, bicycle infrastructure for cycling paths, including the EuroVelo routes, ***where possible***, or with security aspects by including new technologies such as sensors in bridges.

Or. en

Amendment 3

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 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, ***as well as geopolitical changes likely to cause traffic disruptions***.

Or. en

Amendment 4

Proposal for a regulation Recital 11

Text proposed by the Commission

(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.

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

(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 TEN-T 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).

Or. en

Amendment 5

Proposal for a regulation Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) 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 (CEF).

Amendment 6

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

(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. ***Those environmental evaluations should be carried out in strict compliance with the timeframe set in the Smart TEN-T Directive.***

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 7

Proposal for a regulation Recital 18 a (new)

Text proposed by the Commission

Amendment

(18a) Transport infrastructure functions as a network, therefore the no-conformity or no-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.

Or. en

Amendment 8

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 **sustainable** mobility, in line with the milestones set in the Sustainable and Smart Mobility Strategy.

Or. en

Amendment 9

Proposal for a regulation Recital 24 a (new)

Text proposed by the Commission

Amendment

(24a) 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.

Or. en

Amendment 10

Proposal for a regulation

Recital 26

Text proposed by the Commission

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.

(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 and mountainous regions or in sparsely populated areas, or for isolated or partially isolated networks.

Or. en

Amendment 11

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 Union funds.***

Or. en

Amendment 12

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

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 and multimodal European network, increasing sustainability, cohesion, efficiency or user benefits. ***In this regard, a multimodal connectivity index should be developed in***

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.

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.

Or. en

Amendment 13

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.*

Or. en

Amendment 14

Proposal for a regulation Recital 35 a (new)

Text proposed by the Commission

Amendment

(35a) 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.

Or. en

Amendment 15

Proposal for a regulation Recital 36

Text proposed by the Commission

(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.

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

(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 ***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).

Or. en

Amendment 16

Proposal for a regulation Recital 38 a (new)

Text proposed by the Commission

Amendment

(38a) The resilience of the European transport network has been challenged and put to test by the devastating impact of Russia's war of aggression against Ukraine. That war of 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 Union's internal market and its 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.

Or. en

Justification

EC amended proposal point 1. N.b.: amendments on recitals follow the enumeration of the initial Commission proposal.

Amendment 17

Proposal for a regulation Recital 38 b (new)

Text proposed by the Commission

Amendment

(38b) Given that new geopolitical context, the Commission Communication from 12 May 2022 on the "Solidarity Lanes" 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’.

Or. en

Justification

EC amended proposal point 2.

Amendment 18

**Proposal for a regulation
Recital 38 c (new)**

Text proposed by the Commission

Amendment

(38c) 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. However, if a democratic transition occurred in Belarus, then 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 this Regulation.

Or. en

Justification

EC amended proposal point 3.

Amendment 19

Proposal for a regulation
Recital 38 d (new)

Text proposed by the Commission

Amendment

(38d) The new geopolitical context has also shown 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 built in European standard nominal track gauge of 1 435 mm. In addition, Member States with a different track gauge network should examine the possibility of migrating their existing lines of the European Transport Corridors to that standard gauge. That requirement should not apply to Ireland, since, due to its insular situation, its transport network is fully detached from any land-side connection on the Union territory.'

*Justification**EC amended proposal point 4.***Amendment 20****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. 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.

Or. en

Amendment 21**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 on board 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. 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.***

Or. en

Amendment 22

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 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.***

Or. en

Amendment 23

Proposal for a regulation

Recital 44 a (new)

(44a) 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 limit 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;

Or. en

Amendment 24

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 river basin level.

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 ***and, where needed, be tailored to a more granular level, in***

particular at waterway section level.

Or. en

Amendment 25

Proposal for a regulation Recital 46

Text proposed by the Commission

(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.

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 ***increasingly as*** energy hubs, for example with regard to the deployment of off-shore wind installations. ***Whereas 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 EU's security and strategic autonomy.***

Or. en

Amendment 26

Proposal for a regulation Recital 52 a (new)

Text proposed by the Commission

Amendment

(52a) 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 SUMPs, monitor progress, review and provide advice to improve the quality of SUMPs within their Member State. They should also animate the national network of cities, regions, and towns to foster peer-learning and disseminate good practices, implement training programmes and organise and coordinate communication campaigns related to SUMP.

Or. en

Amendment 27

Proposal for a regulation

Recital 54

Text proposed by the Commission

(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.

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, **and unlock the full benefits of “Mobility as a Service” solutions.**

Or. en

Amendment 28

Proposal for a regulation

Recital 54 a (new)

Text proposed by the Commission

Amendment

(54a) 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 passenger and provides economic benefits. When planning new transport infrastructure, as well as maintenance and upgrading works in respect of the existing infrastructure, in urban nodes, account should therefore be taken of active mode infrastructures, including walking and cycling infrastructures.

Or. en

Amendment 29

Proposal for a regulation Recital 56 a (new)

Text proposed by the Commission

Amendment

(56a) Within the Union, a broad framework of rules applies to commercial road transport. These rules concern minimum social, market and technical standards to be complied with by drivers, operators, vehicles and cargo. Effective and efficient enforcement of these Union rules is crucial for improving road safety for all road users, ensuring adequate working conditions for those who earn their living carrying goods or passengers and safeguarding fair business conditions for those who invest in establishing a road transport company. However, due to the ever-increasing cross border nature of transport operations, traditional enforcement came to its limits and is now broadly conceived as insufficient, burdensome and costly for the whole sector. Carriers and drivers lose money and business opportunities due to lengthy,

random and unnecessary checks while enforcement authorities are facing insufficient human and financial resources to effectively checking compliance with the complex framework of rules. In addition, the difficult access to data related to drivers, operators, vehicles and cargo leads to even more constrains for enforcement authorities. The COVID-19 pandemic additionally showed the shortcomings of traditional enforcement based on physical checks, including paperwork checks. The existing cross border enforcement tools in road transport allowing for electronic exchange of data for control purposes, such as ERRU, RESPER, TACHOnet have their own limitations and consequently fail to offer substantial efficiency gains and relief for authorities, operators and drivers. Since the TEN-T aims to create state-of-the art infrastructure, it should be equipped with the necessary ICT systems, which would enable the introduction of targeted risk-based checks, and contactless and paperless inspections based on access to real-time digital data on drivers, operators, vehicles and cargo.

Or. en

Amendment 30

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

Amendment

(59) A sufficient number of fast recharging **and 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

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.

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.

Or. en

Amendment 31

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 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.

Amendment

(60) Publicly accessible recharging **and 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 refuelling** opportunities for long haul trucks when they are being loaded or 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 refuelling**, should be on a 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 infrastructure is build using Union or public funding.

Or. en

Amendment 32

Proposal for a regulation Recital 61 a (new)

Text proposed by the Commission

Amendment

(61a) 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 European transport networks.

Or. en

Amendment 33

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 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.

(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, ***geopolitical changes*** and 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

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.

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.

Or. en

Amendment 34

Proposal for a regulation Recital 62 a (new)

Text proposed by the Commission

Amendment

(62a) 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 people in case of emergency.

Or. en

Amendment 35

Proposal for a regulation Recital 63

Text proposed by the Commission

Amendment

(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

(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

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.

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. 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).

Or. en

Amendment 36

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

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.

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.***

Or. en

Amendment 37

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 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.

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-border connections and improve 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.

Or. en

Amendment 38

Proposal for a regulation Recital 69 a (new)

Text proposed by the Commission

Amendment

(69a) In order to avoid Member States' assets becoming stranded assets, 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.

Or. en

Amendment 39

Proposal for a regulation Recital 70 a (new)

Text proposed by the Commission

Amendment

(70a) 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.

Or. en

Amendment 40

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 of 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, materiel and equipment for operational deployments and exercises. There is a dedicated budget for dual-use transport infrastructure projects under the CEF for the period 2021-2027. However, the current geopolitical situation in Europe calls for enhancing military mobility; this requires further actions to enable the swift, efficient and unimpeded movement of large scale forces, including military personnel and their equipment while substantially decreasing red tape through simplified and uniform administrative procedures, especially for customs requirements. Moreover, 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.

²⁷ Joint Communication to the European Parliament and the Council on the Action Plan on Military Mobility (JOIN(2018)05 final).

²⁸ Joint Staff Working Document on the updated Gap Analysis between the military requirements and the trans-European transport network requirements, 17 July 2020, (SWD(2020) 144 final).

²⁷ Joint Communication to the European Parliament and the Council on the Action Plan on Military Mobility (JOIN(2018)05 final).

²⁸ Joint Staff Working Document on the updated Gap Analysis between the military requirements and the trans-European transport network requirements, 17 July 2020, (SWD(2020) 144 final).

Or. en

Amendment 41

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

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

(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 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).

Or. en

Amendment 42

Proposal for a regulation Article 2 – paragraph 1

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

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^{1a} and Directive 2010/40/EU of the European Parliament and of the Council^{1b}, respectively.***

^{1a} ***Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).***

^{1b} ***Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).***

Or. en

Amendment 43

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

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

transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, logistic platforms and facilities and 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 traffic;

Or. en

Amendment 44

Proposal for a regulation

Article 3 – paragraph 1 – point g

Text proposed by the Commission

(g) 'isolated network' means the rail network of a Member State, **or a part thereof, with a track gauge different from that of the European standard nominal track gauge (1435 mm), for which certain major infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;**

Amendment

(g) 'isolated network' means the rail network of a Member State which **is situated on an island.** ;

Or. en

Amendment 45

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

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, to allow safe and uninterrupted traffic and information flows which

achieve the required levels of performance for that infrastructure mode or segment;

achieve the required levels of performance for that infrastructure mode or segment;

Or. en

Amendment 46

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;

Or. en

Amendment 47

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

Or. en

Amendment 48

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;***

Or. en

Amendment 49

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 ;

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 ***or satellite-based ERTMS;***

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).

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).

Or. en

Amendment 50

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 that have to be undertaken routinely ***or*** periodically 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;

Or. en

Amendment 51

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(ana) ‘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 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.

Or. en

Amendment 52

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(anb) ‘critical infrastructure’ 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 disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions;

Or. en

Amendment 53

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(anc) ‘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”). ;

Or. en

Amendment 54

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 55

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(ane) ‘significant delay’ means projects, operational and technical standards on the core, extensive and comprehensive network which are delayed for more than 2 years in relation to the implementing deadlines laid down in this Regulation, and in implementing acts provided for therein;

Or. en

Amendment 56

Proposal for a regulation

Article 4 – paragraph 2 – introductory part

Text proposed by the Commission

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 sustainable, efficient and resilient and which increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:

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

Or. en

Amendment 57

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) ***contributing to the transport emissions reduction objective*** in line with the relevant Union ***legislation***;

Or. en

Amendment 58

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 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 ***in order to increase environmental protection***;

Or. en

Amendment 59

Proposal for a regulation

Article 4 – paragraph 2 – point a – point iii

Text proposed by the Commission

(iii) ***increased environmental protection***;

Amendment

deleted

Or. en

Amendment 60

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 **density** **and** quality gaps **within and** between Member States;

Or. en

Amendment 61

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 and in urban nodes;

Or. en

Amendment 62

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(iva) increase the network connectivity index;

Or. en

Amendment 63

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(va) ensuring, when necessary, that the strategic infrastructure can be used for civilian and military purposes;

Or. en

Amendment 64

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 65

Proposal for a regulation

Article 5 – paragraph 1 – point h

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 66

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.

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).

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 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).

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).

Or. en

Amendment 67

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. **Member States shall ensure the completion of the core network has priority over the completion of the extended and comprehensive networks;**

Or. en

Amendment 68

Proposal for a regulation Article 8 – paragraph 3

Text proposed by the Commission

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

Amendment

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

evaluation.

(including maintenance), and evaluation.

Or. en

Amendment 69

Proposal for a regulation Article 8 – paragraph 4

Text proposed by the Commission

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.*

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.

Or. en

Amendment 70

Proposal for a regulation Article 8 – paragraph 4 a (new)

Text proposed by the Commission

4a. 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 throughout their lifetime.

Or. en

Amendment 71

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.

Or. en

Amendment 72

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

Text proposed by the Commission

Amendment

5a. 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.

Or. en

Amendment 73

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

1a. In the next Multiannual Financial Framework (MMF) 2028-2035, a budget envelope dedicated to “external transport CEF” 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.

Or. en

Amendment 74

Proposal for a regulation Article 10 – paragraph 2

Text proposed by the Commission

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 ‘**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.

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, **unless a Member State has already completed its core network**. 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.

Or. en

Amendment 75

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***.

Or. en

Amendment 76

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 vehicles ***using alternative fuels as defined in Regulation (EU)[...] [on the deployment of alternative fuels infrastructure]***;

Or. en

Amendment 77

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;

Or. en

Amendment 78

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, ***through the implementation and strict enforcement of the common operational and technical standards***;

Or. en

Amendment 79

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***.

Or. en

Amendment 80

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 81

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 vehicles and vessels **using alternative**, 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**;

Or. en

Amendment 82

Proposal for a regulation

Article 12 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

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

Amendment 83

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;

Or. en

Amendment 84

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

Text proposed by the Commission

(e) the development of ***improved*** multimodal and interoperable transport solutions;

Amendment

(e) the development of multimodal and interoperable transport solutions;

Or. en

Amendment 85

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 vehicles ***using alternative fuels as defined in Regulation (EU)[...] [on the deployment of alternative fuels infrastructure]***.

Amendment 86

Proposal for a regulation

Article 13 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 87

Proposal for a regulation

Article 14 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 88

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 89

Proposal for a regulation Article 15 – paragraph 2 – point a

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; **deleted**

Or. en

Amendment 90

Proposal for a regulation Article 15 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(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; **deleted**

Or. en

Justification

EC amended proposal point 6a.

Amendment 91

Proposal for a regulation Article 15 – paragraph 2 – point d – point i

Text proposed by the Commission

Amendment

(i) on double track lines, at least 50% **(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;

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;***

Or. en

Amendment 92

Proposal for a regulation

Article 15 – paragraph 2 – point e a (new)

Text proposed by the Commission

Amendment

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

Or. en *Justification*

N.b.: in subsequent amendments, references to the various points of Article 15(2) follow the enumeration of the initial Commission proposal, i.e. point (c) on axle load, point (d) on train length, point (e) on P400 standard, and point (e a) electrification.

Amendment 93

Proposal for a regulation

Article 15 – paragraph 2 – subparagraph 1 a (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 (d), (e) and (e a) may be granted by the Commission by means of implementing acts in respect of the requirements referred to in this point. 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.

Or. en

Amendment 94

Proposal for a regulation

Article 15 – paragraph 3 – introductory part

Text proposed by the Commission

Amendment

3. *The following exemptions apply:*

3. Isolated networks are exempted from the requirements under paragraph 2, points (c), (d), **(e)** and **(ea)**;

(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).*

Justification

EC amended proposal point 6c, modified.

Amendment 95

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

Amendment

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

Or. en

Amendment 96

Proposal for a regulation

Article 16 – paragraph 2 – point a

Text proposed by the Commission

(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;

Amendment

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

Or. en

Justification

EC amended proposal point 7a, modified.

Amendment 97

Proposal for a regulation

Article 16 – paragraph 2 – 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 extended core network;

deleted

Or. en

Justification

Replaces EC amended proposal point 7b.

Amendment 98

Proposal for a regulation

Article 16 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 99

Proposal for a regulation

Article 16 – paragraph 2 – subparagraph 1 a (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 requirements set in this paragraph may be granted by the Commission, 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.

Or. en

Amendment 100

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:

Or. en

Amendment 101

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

Or. en

Justification

EC amended proposal point 7c, modified.

Amendment 102

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**

Or. en *Justification*

Replaces EC amended proposal point 7d.

Amendment 103

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(ba) has a prevailing minimum line speed of 160 km/h for passenger trains on the passenger lines;

Or. en

Amendment 104

Proposal for a regulation

Article 16 – paragraph 3 – point b b (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 105

Proposal for a regulation

Article 16 – paragraph 3 – subparagraph 1 a (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 requirements on prevailing minimum operational line speed pursuant to points (a) and (ba) of this paragraph being complied with on its rail lines on the core network, the Commission may adopt implementing acts granting exemptions to those requirements.

Or. en

Amendment 106

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:

Or. en

Amendment 107

Proposal for a regulation

Article 16 – paragraph 4 – point a

Text proposed by the Commission

Amendment

(a) meets the requirement of Article 15(2), point (e), on the freight lines on the

(a) meets the requirement of Article 15(2), point (e), on the freight lines on the

core network;

core network;

Or. en

Justification

Identical in substance to EC initial and amended proposal point 7e.

Amendment 108

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 core network.

deleted

Or. en

Justification

Replaces EC amended proposal point 7f.

Amendment 109

Proposal for a regulation

Article 16 – paragraph 4 – subparagraph 1 a(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 this requirement may be granted by the Commission by means of implementing acts. Any request for exemption to the requirement set out in point (a) of this paragraph 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.

Or. en

Amendment 110

Proposal for a regulation Article 16 – paragraph 5

Text proposed by the Commission

- 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 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

Isolated networks are exempted from the requirements under paragraph 2, 3 and 4;

Or. en

Amendment 111

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

Text proposed by the Commission

Amendment

5a. 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 to the requirement set out in Article 15(2), points (e) and (e a) 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.

Or. enAmendment 112

**Proposal for a regulation
Article 16 a (new)**

Text proposed by the Commission

Amendment

Article 16a

***European standard nominal track gauge
for rail***

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 construction works have not started on ... [the date of entry into force of this Regulation].

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 by ... [date two years after the date of entry into force of this 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 or Member States concerned by the migration.

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.

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.

5. Isolated networks are exempted from the requirements set out in paragraphs 1 to 4 of this Article.

Or. en *Justification*

EC amended proposal point 8, modified, and replacing point 10 thereof.

Amendment 113

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

Text proposed by the Commission

(a) ERTMS is equipped;

Amendment

(a) ERTMS is equipped, **while ensuring a synchronised and harmonised ERTMS deployment, trackside and on board of trains;**

Or. en

Amendment 114

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 2050.

Or. en

Amendment 115

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.

Or. en

Amendment 116

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

deleted

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).*

Or. en

Amendment 117

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, technical, **administrative** and operational requirements for infrastructure use and procedures r–elated 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:

Or. en

Amendment 118

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 119

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

Text proposed by the Commission

Amendment

2a. The European Railway Agency shall develop and operate a digital capacity management system for the dedicated rail-freight slots according to Article 15, which enables freight operators to book a cross-border train path until 31.12.2025. Member States shall fully deploy the system on the core, extended core and comprehensive network until 31.12.2027.

Or. en

Amendment 120

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

Text proposed by the Commission

Amendment

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

Or. en

Justification

EC amended proposal point 9.

Amendment 121

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

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 122

Proposal for a regulation

Article 19 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) developing FRMCS technology in order to deploy an ERTMS based on satellite technology.

Or. en

Amendment 123

Proposal for a regulation

Article 21 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(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.**

(c) are equipped with facilities to improve the environmental performance of vessels in ports.

Or. en

Amendment 124

Proposal for a regulation

Article 22 – paragraph 3 – point a – subparagraph 1

Text proposed by the Commission

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

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. ***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.***

Or. en

Amendment 125

Proposal for a regulation

Article 22 – paragraph 3 – point a – subparagraph 2

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 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).

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 ***or per waterway section when necessary***. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 59(3).

Or. en

Amendment 126

Proposal for a regulation

Article 22 – paragraph 3 – point a – subparagraph 3

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 ***and consult the coordinators of the corridors concerned.***

Or. en

Amendment 127

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 related in particular to:

Amendment

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 ***or per waterway section when necessary.*** These requirements may be related in particular to:

Or. en

Amendment 128

Proposal for a regulation

Article 22 – paragraph 5 – subparagraph 1 – point h a (new)

Text proposed by the Commission

Amendment

(ha) 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 129

Proposal for a regulation

Article 23 – paragraph 1 – point e

Text proposed by the Commission

(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 law or relevant international agreements.

Amendment

(e) promoting and developing measures to improve the environmental performance of inland waterway transport and transport infrastructure, including vessels **using alternative and renewable fuels** and measures to mitigate impacts on water bodies and water-dependent biodiversity, in accordance with the applicable requirements under Union law or relevant international agreements.

Or. en

Amendment 130

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(ka) dual use infrastructure utilised for civilian and military purposes.

Or. en

Amendment 131

Proposal for a regulation

Article 24 – paragraph 4 – point c

Text proposed by the Commission

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

Amendment

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

network;

network;

Or. en

Amendment 132

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;

Or. en

Amendment 133

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 134

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

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 135

Proposal for a regulation

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 136

Proposal for a regulation

Article 28 – paragraph 1 – point e

Text proposed by the Commission

Amendment

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

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

Or. en

Amendment 137

Proposal for a regulation

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

Text proposed by the Commission

Amendment

(fa) access routes and last mile connection to multimodal passenger hubs, including infrastructure for active modes;

Or. en

Amendment 138

Proposal for a regulation

Article 29 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 139

Proposal for a regulation

Article 29 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. By 31 December 2023, the Commission shall submit 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 targeted risk-based controls, contactless and paperless inspections based on access to real-time digital data on drivers, operators, 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

Amendment 140

Proposal for a regulation Article 29 – paragraph 4

Text proposed by the Commission

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.

Amendment

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. ***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).*** 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 141

Proposal for a regulation Article 30 – paragraph 2

Text proposed by the Commission

2. 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 (a), **(c)** and (d), by 31 December 2040.

Amendment

2. 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 (a) and (d), by 31 December 2040.

Or. en

Amendment 142

**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.

Or. en

Amendment 143

**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 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 SEDEA;***

Or. en

Amendment 144

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.

Or. en

Amendment 145

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-existence of a railway system on the territory.

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 a railway system on the territory.

Or. en

Amendment 146

Proposal for a regulation

Article 34 – paragraph 1 – point e

Text proposed by the Commission

(e) improving sustainability and

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.

mitigating climate, environmental and noise impacts, in particular by introducing new technologies and innovation, alternative fuels, **alternative fuel aircrafts and the corresponding infrastructure in accordance with Regulation (EU) [...] [on the deployment of alternative fuels infrastructure]**.

Or. en

Amendment 147

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 ...[date **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:

Or. en

Amendment 148

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 149

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 socio-economic cost-benefit terms***;

Amendment

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

Or. en

Amendment 150

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] dedicated to serve heavy-duty vehicles, by 31 December 2030;

Or. en

Amendment 151

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 152

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.

Or. en

Amendment 153

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

Text proposed by the Commission

Amendment

(ea) enabling the digital enforcement of the relevant Union law;

Or. en

Amendment 154

Proposal for a regulation Article 39 – paragraph 2

Text proposed by the Commission

2. The urban nodes of the trans-European transport network are listed in Annex II.

Amendment

2. The urban nodes of the trans-European transport network are listed in Annex II. ***The list can be updated to add new urban nodes, subject to the approval***

of the respective Member State.

Or. en

Amendment 155

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];

Or. en

Amendment 156

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 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** promote efficient **and sustainable** mobility including **active modes, as well as** sustainable urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;

Or. en

Amendment 157

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, as well as data on air and noise pollution. Thereafter these data shall be submitted every year;

Or. en

Amendment 158

Proposal for a regulation

Article 40 – paragraph 1 – point c – point i

Text proposed by the Commission

(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;

Amendment

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

Or. en

Amendment 159

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

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 *logistics platforms* and facilities;

rail, road, and, as appropriate, inland waterway, air and maritime infrastructure as well as appropriate connections with *multimodal freight terminals* and facilities;

Or. en

Amendment 160

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, point (43), of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure] dedicated to serve heavy-duty vehicles;

Or. en

Amendment 161

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 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.*

Or. en

Amendment 162

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

Text proposed by the Commission

Amendment

By ...[date 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, monitor progress towards sectoral policy objectives, including decarbonisation, road safety across the Member State, integrate the SUMP's with spatial planning, and align them with Sustainable Energy and Climate Action Plans, Sustainable Urban Logistics Plans, and other relevant plans.

Or. en

Amendment 163

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

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, **urban nodes shall ensure:**

Or. en

Amendment 164

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, ***including integration of infrastructure for active modes within newly built or upgraded rail and road infrastructure, including bridges***;

Or. en

Amendment 165

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 ***sustainable*** transport and mobility, including greening urban fleets;

Or. en

Amendment 166

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***;

Or. en

Amendment 167

Proposal for a regulation

Article 42 – paragraph 3 – point f a (new)

Text proposed by the Commission

Amendment

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

Or. en

Amendment 168

Proposal for a regulation

Article 43 – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) stimulate resource efficiency and **zero- and low-emission** operation, in particular in the fields of technologies, operations, vehicle traction, driving/steaming, systems and operations planning;

(d) stimulate resource efficiency and **sustainable** operation, in particular in the fields of technologies, operations, vehicle traction, driving/steaming, systems and operations planning;

Or. en

Amendment 169

Proposal for a regulation

Article 44 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(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**;

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

Or. en

Amendment 170

Proposal for a regulation Article 44 – paragraph 1 – point a (new)

Text proposed by the Commission

Amendment

(aa) create appropriate conditions for, promote and deploy 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 like urban last mile drone operations, elevated cycle paths, maglev trains and hyperloop.

Or. en

Amendment 171

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

Text proposed by the Commission

Amendment

(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;

(b) make possible the decarbonisation of all transport modes by stimulating energy efficiency, introduce ***sustainable*** 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;

Or. en

Amendment 172

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” solution***, and the development of infrastructure that allows for seamless multimodality, such as high-speed rail and city train/tram connection at airports;

Or. en

Amendment 173

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 ***based on a full life cycle approach*** of their transport choices;

Or. en

Amendment 174

Proposal for a regulation Article 45 – paragraph 1

Text proposed by the Commission

Member States shall ensure that transport infrastructure provides for safe and secure passenger and freight movements.

Amendment

Member States shall ensure that transport infrastructure provides for safe and secure passenger and freight movements, ***including by guaranteeing an adequate level of maintenance over the life-time of the transport infrastructure.***

Or. en

Amendment 175

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 affecting the functioning of the Union transport system. When implementing projects of common interest, Member States shall take into consideration:

Or. en

Amendment 176

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 177

Proposal for a regulation Article 46 – paragraph 1 – point d

Text proposed by the Commission

(d) civil protection needs to react to disruptions;

Amendment

(d) civil protection needs to react to disruptions ***and transport of dangerous goods***;

Or. en

Amendment 178

Proposal for a regulation Article 46 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Member States shall establish “Green Lanes” for the continued functioning of supply chains, as well as essential travel along the TEN-T, 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 Coordinators.

Or. en

Amendment 179

Proposal for a regulation Article 46 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2b. By 2025, Members States shall carry out an assessment to identify, on their core 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 2030, Member States shall adopt all the adaptation measures required to update those infrastructures.

Or. en

Amendment 180

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*

Or. en

Amendment 181

Proposal for a regulation Article 47 – paragraph 2 – subparagraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa) The conformity of the planned project of common interest with the requirements and standards rising from this Regulation;

Or. en

Amendment 182

Proposal for a regulation Article 47 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. 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.

Or. en

Amendment 183

Proposal for a regulation

Article 47 – paragraph 4 – subparagraph 1

Text proposed by the Commission

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 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.

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 may issue ***a recommendation*** addressed to the Member State where the project of common interest is planned.

Or. en

Amendment 184

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 destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions.

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 disruption or destruction of which would have a significant impact in a Member State as a result of the failure to maintain those functions.

Or. en

Amendment 185

Proposal for a regulation

Article 47 – paragraph 5 – subparagraph 1 – introductory part

Text proposed by the Commission

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:

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 **standardisation**, security or public order, the Commission may consider its potential effects on, inter alia on:

Or. en

Amendment 186

Proposal for a regulation

Article 47 – paragraph 6

Text proposed by the Commission

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 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.

Amendment

6. The Commission may provide **a recommendation** 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 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.

Or. en

Amendment 187

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

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 **recommendation** and provide **a duly justified** explanation to the Commission if its opinion is not followed, no later than three months following the issuance of the opinion.

Or. en

Amendment 188

Proposal for a regulation Article 47 a (new)

Text proposed by the Commission

Amendment

Article 47a

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 ... [date 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, 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 military purposes. In the course of that study, the Commission shall consult the Member States.*

Or. en

Amendment 189

Proposal for a regulation Article 48 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) maintenance needs and costs over the life-time of the infrastructure are taken into account *in* the planning phase of

(c) maintenance needs and costs over the life-time of the infrastructure are taken into account *from feasibility studies and*

construction or upgrading;

the planning phase of construction or upgrading;

Or. en

Amendment 190

Proposal for a regulation Article 48 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

Compliance with paragraph 1, points (b) and (c) is a precondition for receiving funding from the CEF.

Or. en

Amendment 191

Proposal for a regulation Article 51 – paragraph 5 – point a a (new)

Text proposed by the Commission

Amendment

(aa) 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;

Or. en

Amendment 192

Proposal for a regulation Article 52 – paragraph 2

Text proposed by the Commission

Amendment

2. The “Corridor Forum” shall be formally established and chaired by the European Coordinator. The Member States

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.

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, ***as well as, when appropriate, urban nodes and the designated authorities as defined in the Smart TEN-T Directive*** .

Or. en

Amendment 193

Proposal for a regulation

Article 52 – paragraph 3 – subparagraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) Military mobility and dual use infrastructure;

Or. en

Amendment 194

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 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.

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 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.

Or. en

Amendment 195

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, transport operators, in particular those which are members of the rail *and maritime* 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.

Or. en

Amendment 196

Proposal for a regulation Article 53 – paragraph 1

Text proposed by the Commission

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

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 *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.

well as the priorities for its future development.

Or. en

Amendment 197

Proposal for a regulation

Article 53 – paragraph 3 – subparagraph 3 a (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;

Or. en

Amendment 198

Proposal for a regulation

Article 53 – paragraph 4 – point a

Text proposed by the Commission

Amendment

(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;

(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;

Or. en

Amendment 199

Proposal for a regulation Article 54 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. 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;

(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.

Or. en

Amendment 200

Proposal for a regulation Article 55 – paragraph 3 a (new)

3a. 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 shall be used as an indicator to channel Union funds where connectivity is lacking.

Or. en

Amendment 201

Proposal for a regulation

Article 56 – paragraph 1 – subparagraph 1 – point b

Text proposed by the Commission

Amendment

(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;

(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, **except for ports which provide the sole point of access to a NUTS 3 region in the comprehensive network;**

Or. en

Amendment 202

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) 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***;

Or. en

Amendment 203

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.

Or. en

Amendment 204

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 recommendation*** 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. ***Projects of national plans that are not aligned with Union transport policy shall not be considered to be a priority for receiving Union funds.***

Or. en

Amendment 205

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 206**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:

Or. en

Amendment 207**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 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.

Or. en

Amendment 208

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 European Coordinator shall be involved in view of resolving the problem.

Amendment

2. In case the delayed section concerns a European Transport Corridor, the European Coordinator shall ***in parallel to point 1*** be involved in view of resolving the problem.

Or. en

Amendment 209

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.

Or. en

Amendment 210

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

Or. en

Amendment 211

Proposal for a regulation

Article 62 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. 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 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.

Or. en

Amendment 212

Proposal for a regulation

Article 62 – paragraph 3 b

Text proposed by the Commission

Amendment

3b. 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 or an amendment or termination of the grant agreement may be initiated in accordance with the applicable rules.

Or. en

Amendment 213

**Proposal for a regulation
Annex 3 - Part 1a/14 (new)**

Text proposed by the Commission

Amendment



The map is based on the maps included in the Commission proposal revising the TEN-T Regulation of 14 December 2021 and the amended proposal of 27 July 2022

Or. en

Amendment 214

Proposal for a regulation Annex 3 - Part 1b/14 (new)

Text proposed by the Commission

Amendment



European Transport Corridors
Rail freight
EU Member States



Or. en

EXPLANATORY STATEMENT

BACKGROUND AND MOTIVATION FOR THE REGULATION

The Union needs an efficient, sustainable, multimodal and modern transport infrastructure for all modes which connects its citizens and businesses in order to support its internal market and trade, to strengthen economic, social and territorial cohesion, while contributing to its decarbonisation objective. The trans-European transport networks (TEN-T) represents the main pillar of EU transport infrastructure policy and is designed in three gradually strategic layers to be timely completed: the core by 2030, the extended core by 2040 and the comprehensive networks by 2050. The completion of the core network alone is expected to generate an additional EUR 4 500 billion or 1.8% of Union GDP and account for 13 million job-years until 2030.

However, against those benefits, the TEN-T deployment faces several difficulties that require to be addressed in this revision:

- Capacity bottlenecks, remaining missing links and insufficient network connectivity hampering multimodality;
- Insufficient and incomplete TEN-T infrastructure standards for each mode;
- Lack of alignment with EU decarbonisation objective, paired with an increasing modal-shift and resilience of the infrastructure;
- Operational and administrative barriers, including lengthy cross-border waiting times;
- Inadequate governance instruments and enforcement of the Regulation;
- Delays threatening the timely completion of the core network, causing stranded assets for Member States which managed to build their section and preventing the full network benefits;

PROPOSALS MADE BY THE REPORT

It is against this background that the rapporteurs welcome this revision, which aims to make transport more sustainable, affordable and efficient, to foster multimodality, modal-shift, interoperability and digitalisation while improving its resilience and common governance instruments. Whereas the rapporteurs consider that the efforts should be driven towards those goals, they believe that some provisions need to be strengthened if the Union wants to meet in time its objectives:

- An increased ambition for standards and requirements, with limited exemptions

Standards and requirements for each mode have been strengthened to an extent realistically achievable by Member States and in order to meet Union's transport objectives, as laid out in the white paper on transport and in the sustainable and smart mobility strategy. Exemptions, on the other hand, have been limited to specific cases, which could lead to misallocation of scarce resources, and to guarantee a coherent and timely deployment of the infrastructure. In this regard, the rapporteurs believe that transport investments should be appreciated not only in terms of costs, but as an economic catalyser enabling long-term growth while contributing to achieve Union's climate targets.

- Urban nodes

Urban nodes play an important role on the TEN-T as starting or final destination for passengers and freight flows. Provisions have been introduced to ensure that capacity bottlenecks and insufficient connectivity within urban nodes do not hamper multimodality along the TEN-T, while fully taking into account the diverse challenges of each urban node and the principle of subsidiarity.

- Smart and innovative infrastructure

Digitalisation is not an end in itself. It makes transport and especially multimodality more accessible, efficient and affordable for citizens and businesses. Moreover, it contributes substantially to improving the safety and sustainability of our transport system while also enabling the responsible authorities to better enforce European common rules.

- Resilience, military mobility and strategic autonomy

TEN-T should be future-proof. Given the new geopolitical context or climate and environmental conditions, provisions have been included to increase the long-term security and resilience of the transport infrastructure. Considerations on the strategic autonomy that represent some critical transport infrastructure have also been introduced.

- Cooperation with third countries

Following the Russia's war of aggression against Ukraine, and the position adopted by Belarus in that conflict, cooperation with third countries has been updated to take into account this new geopolitical landscape, by cutting ties with Russia & Belarus and enhancing partnership with Ukraine & Moldova.

- Maintenance

Maintenance is key to ensure high-quality, modern, smart and resilient infrastructure. However, too often maintenance is not properly provided nor included at the earliest stage of a project planning and through its life-time. Provisions on maintenance have been included to address further this issue.

- Reinforced European priorities

One of the main threats of missing the deadline of completion of the core network by 2030 is the misalignment between national transport plans and investments with the European priorities. To address this issue, the rapporteurs strengthen the coherence between those, as well as the conditionality between European funding with European priorities in terms of transport infrastructure deployment.

- Governance

Governance tools have to be reinforced in order to ensure a coherent deployment and timely completion of the TEN-T. To do so, reporting and monitoring instruments have been strengthened, including the role of the European Coordinators and their work plans, as well as provisions to prevent significant delays on the starting or completing work on the networks.

The rapporteurs are convinced that those provisions will greatly contribute to the effective and timely completion of TEN-T networks, in order to build an efficient, sustainable, seamless, high quality and futureproof multimodal transport network across the European Union and its neighbouring countries.