

Trilogue on the TEN-T regulation – ECF recommendations

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ECF welcomes the prominent role of active modes in the proposed revision of the Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network (TEN-T). Both the Council General Approach¹ as well as the European Parliament report² include multiple references to active modes, walking and cycling infrastructure, across different chapters of the regulation, further improving the legislative proposal published by the European Commission in 2021.³

In this document we provide a comparison of the amendments relevant for cycling and cycling infrastructure, and recommendations for the way forward towards optimal integration of active modes in the TEN-T.

- In bold italics we highlighted ***additions*** and ***deletions*** by the Council or the Parliament in comparison to the legislative proposal by the Commission.
- In **red** we highlighted additional edits suggested by ECF on top of a Council or Parliament amendment, for paragraphs where we recommend a more concise or compromise wording.

¹ <https://data.consilium.europa.eu/doc/document/ST-15058-2022-INIT/en/pdf>

² https://www.europarl.europa.eu/doceo/document/A-9-2023-0147_EN.html

³ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52021PC0812>

EC proposal	Council General Approach	EP report	ECF recommendation
ARTICLE 3			
Definitions			
For the purpose of this Regulation, the following definitions apply:			
<p>(f) 'urban node' means an urban area where elements of the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, logistic platforms and facilities and freight terminals, located in and around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local traffic;</p>	<p>(f) 'urban node' means an urban area where elements of the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, logistic platforms and facilities and freight terminals located in and around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local traffic, including the one related to active modes;</p>	<p>(f) 'urban node' means a functional urban area where elements of the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, infrastructure for active modes, multimodal freight hubs and facilities, train turnaround terminals and freight terminals, located in or around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local and urban traffic of passengers and freight;</p>	<p>Support addition of 'functional' as in the EP report. It is an important addition clarifying the intended scope of urban nodes. Congestion and other transport related problems are usually related to commuting from suburbs. In the central areas of major cities most of trips are already done in sustainable way.</p> <p>Include 'active modes' in the infrastructure listed as in the Council GA.</p>
<p>(l) 'multimodal passenger hub' means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface between urban nodes and longer-distance transport networks;</p>	<p>(l) 'multimodal passenger hub' means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface between urban nodes and longer-distance transport networks;</p>	<p>(l) 'multimodal passenger hub' means a connection point between at least two transport modes for passengers, where travel information, access to public transport and transfers between modes, including Park and Ride stations and active modes, are ensured and which act as an interface within and between urban nodes and longer-distance transport networks;</p>	<p>Support the Council definition. Park and Ride facilities should not be obligatory to ensure, especially in core urban areas (for example, on a central railway station in a capital city).</p>
<p>(p) 'active modes' means the transport of people or goods, through non-motorised means, based on human physical activity;</p>	<p>(p) 'active modes' means the transport of people or goods, through non-motorised means, based on human physical activity, including those with electric auxiliary propulsion as referred to in Article 2(2) (h) of Regulation (EU) No 168/2013;</p>	<p>(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;</p>	<p>Support the EP definition. It is more general and does not exclude speed pedelecs or commercial (heavier) cargo bikes, which also form a part of active mobility ecosystem, are important for extending the range of zero-emission commuting and logistics.</p>
<p>-</p>	<p>(ak) 'socio-economic cost-benefit analysis' means a quantified ex-ante evaluation, based on a recognised methodology, of the value of a project, taking into account all the relevant social, economic, health, climate-related and environmental benefits and costs. The analysis of climate-related and environmental costs and benefits shall be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU of the European Parliament and of the Council;</p>	<p>(ak) 'socio-economic cost-benefit analysis' means a quantified ex-ante evaluation, based on a recognised methodology, of the value of a project, taking into account all the relevant social, economic, climate-related and environmental benefits and costs. The analysis of climate-related and environmental costs and benefits shall be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU of the European Parliament and of the Council;</p>	<p>Support Council definition. Including health impact of active modes is stipulated by the Staff Working Document for the Sustainable and Smart Mobility Strategy, point 770: "A systematic inclusion of the carbon impact and health benefits of active mobility in infrastructure and transport projects and policies is needed. The respective WHO Health Economic Assessment Tool (HEAT) elaborated with UNECE should be applied at local, national and EU levels."</p>

EC proposal	Council General Approach	EP report	ECF recommendation
-	-	(an h) ‘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;	Support the Parliament definition. Possibly simplify by removing the reference to a specific number of routes.
ARTICLE 4 Objectives of the trans-European transport network			
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, safe, efficient and resilient and which increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:			
(a) sustainability through:			
(i) promotion of zero-emission mobility in line with the relevant Union CO2 reduction targets; (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; (iii) increased environmental protection; (iv) reduction of external costs including those related to environment, health, congestion and accidents; (v) greater energy security;	(i) promotion of zero and low emission mobility in line with the relevant Union CO2 reduction targets; (ii) enabling greater use of more sustainable modes of transport, in particular by further developing a long-distance rail passenger network, including at high speed, and an interoperable rail freight network, a reliable inland waterway and short-sea shipping network across the Union and also by promoting active modes of transport; [...]	(i) promotion of zero- and low-emission mobility in line with the relevant Union CO2 reduction targets; (ii) enabling greater use of more sustainable modes of transport, including by further developing a fully interoperable long-distance rail passenger network at high speed and a fully interoperable rail freight network, a reliable inland waterway and short-sea shipping network for passengers and freight across the Union; [...] (v b) promotion of active modes infrastructure;	Explicitly mention active modes . Both Council and Parliament proposals are good.
(d) increasing the benefits for its users through:			
-	(vii) supporting active modes of mobility by enhancing accessibility and quality of related infrastructure, thereby improving safety and health for active users of infrastructure and fostering the environmental benefits of those modes;	-	Support Council addition. Possible to shorten to “ (vii) supporting active modes of mobility by enhancing accessibility and quality of related infrastructure, thereby improving safety and health for active users of infrastructure and fostering the environmental benefits of those modes; ”
ARTICLE 5			
Resource-efficient network and environmental protection		Resource-efficient, resilient network and environmental protection	
1. The trans-European transport network shall be planned, developed and operated in a resource-efficient way, complying with the applicable Union and national environmental requirements, through:	1. The trans-European transport network shall be planned, developed and operated in a resource-efficient way, and in accordance with the applicable Union and national environmental requirements, through:	1. The trans-European transport network shall be planned, developed and operated in a resource-efficient way, complying with the applicable Union and national environmental requirements, through:	

EC proposal	Council General Approach	EP report	ECF recommendation
(f) the taking into account of possible synergies with other networks, in particular the trans-European energy or telecommunication networks;	(f) the taking into account of possible synergies with other networks, in particular the trans-European energy or telecommunication networks or the dual-use network identified in the Military Requirements for Military Mobility within and beyond the EU;	(f) the taking into account of possible synergies with other networks, including active modes , in particular the trans-European energy or telecommunication networks including the whole electric grid in order to ensure consistency between the recharge infrastructure planning and the respective grid planning; synergies with the EuroVelo network or network identified in EU Military Requirements for Military Mobility;	Support explicit mention of synergies with networks for active modes, and in particular EuroVelo, as proposed in the Parliament position. In the 2013 regulation, synergies with the EuroVelo network were mentioned in a recital only and it was not enough to ensure taking it into account in recent TEN-T projects. Therefore it is important to reflect the content of the recital in the regulation itself, especially considering that there are nearly 8,000 intersections between EuroVelo & TEN-T.
(g) the development of green, sustainable and climate resilient infrastructure designed to minimise the negative impact on the health of citizens living around the network, the environment and degradation of ecosystems;	(g) the development of green, sustainable and climate resilient infrastructure designed to reduce as much as possible the negative impact on the health of citizens living around the network, the environment and degradation of ecosystems;	(g) the development of green, sustainable and climate resilient infrastructure, including infrastructure dedicated to active modes , designed to minimise the negative impact on the health of citizens living around the network, the environment, air and noise pollution , and degradation of ecosystems;	Support Parliament position. Infrastructure dedicated to active modes has a potential to reduce the negative impact of the trans-European network, in particular by reducing the barrier effect, and by facilitating a more healthy lifestyle.
ARTICLE 12			
General priorities for the core, the extended core and the comprehensive network			
1. In the development of the core, the extended core and the comprehensive network, general priority shall be given to measures that are necessary for:			
(a) increasing freight and passenger transport activity of more sustainable modes of transport in view of a reduction of GHG emissions from transport;	(a) increasing the share of more sustainable modes of transport for freight and passengers, in particular in view of a reduction of GHG emissions and pollution and of an increase of social and economic benefits from transport;	(a) increasing the share of freight and passenger transport activity of more sustainable modes of transport in view of a reduction of GHG emissions and pollution from transport;	Both Council and Parliament position are fine. It is important to increase the share of sustainable modes of transport, not absolute volume (although for active modes also the increase of absolute volume would be desirable, because of health benefits).
(c) ensuring optimal integration of the transport modes and interoperability between transport modes;	(c) ensuring optimal integration of the transport modes and interoperability between transport modes, including active modes of mobility in urban areas;	(c) ensuring optimal integration of the transport modes and interoperability between transport modes;	Good to mention active modes, but optimal integration should not be limited to urban nodes only – there is a significant potential in small towns and rural areas for example for cycling to extend the catchment areas of train stations. Proposal: “including active modes of mobility in urban areas;”
-	-	(i b) seeking synergies across all modes of transport, including active modes, and removing barriers to active mobility, when infrastructure is being upgraded or newly built;	Support Parliament proposal. Important provision to address the barriers that are often created with the development of trans-European infrastructure.
2. In order to complement the measures set out in paragraph 1, particular consideration shall be given to measures that are necessary for:			

EC proposal	Council General Approach	EP report	ECF recommendation
(b) mitigating exposure of urban areas to negative effects of transiting rail and road transport;	(a) contributing to mitigating exposure of urban areas to negative effects of transiting rail and road transport;	(b) mitigating exposure of urban and rural areas to negative effects of transiting rail and road transport;	Support Parliament proposal. Many rural areas also need measures mitigating the negative effects of transit.
	(e) contributing to positive health and environmental effects by promoting the use of active modes of mobility through the development of corresponding infrastructure for cycling and walking.		Support Council addition.
ARTICLE 19			
Additional priorities for railway infrastructure development			
In the promotion of projects of common interest related to railway infrastructure, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:			
(f) when building or upgrading railway infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport;	(g) when building or upgrading railway infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths, and develop bicycle parking in the vicinity of the stations in order to promote the active modes of transport;	(f) when building or major upgrading railway infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport;	Support Council proposal. Bicycle parking is important for exploiting the potential of bike + train trips. It is important to mention it in the railway section and not only in urban nodes section, as the provision should be also applicable in small towns and rural areas, and not be limited to the biggest cities. Restriction to “major” upgrades is not justified – for example, replacing a level crossing by a tunnel is not a major railway upgrade, but it should include a cycle track in the tunnel.
ARTICLE 23			
Additional priorities for inland waterway infrastructure development			
In the promotion of projects of common interest related to inland waterway infrastructures, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:			
-	(g) when building or upgrading inland waterways infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport;	(e b) providing active modes infrastructure alongside waterways;	Parliament proposal is simpler and more concrete, but does not cover bridges across the waterways (often reconstructed in inland waterway projects). ECF proposal: “ (e b) providing active modes infrastructure alongside and on bridges across waterways; ”
ARTICLE 28			
Infrastructure components			
1. Road transport infrastructure shall comprise, in particular:			

EC proposal	Council General Approach	EP report	ECF recommendation
-	-	(f a) access routes and last mile connection to multimodal passenger hubs, including infrastructure for active modes;	Support Parliament proposal. Possible to limit to active modes: “(f a) access routes and last mile connection to multimodal passenger hubs, including infrastructure for active modes;”
ARTICLE 29			
Transport infrastructure requirements for the comprehensive network			
2. Member States shall ensure that by 31 December 2050 the road infrastructure of the comprehensive network meets the following requirements:			
(a) the road is specially designed, built or upgraded for motor traffic and: (i) provides, except at special points or temporarily, separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or, exceptionally, by other means; (ii) does not cross at grade with any road, railway or tramway track, bicycle path or footpath; and (iii) does not serve properties bordering on it.	(deleted – moved to requirements for core and extended core)	(a) the road is specially designed, built or upgraded for motor traffic and: (i) provides, except at special points or temporarily, separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or by other means guaranteeing the same level of safety; (ii) does not cross at grade with any road, railway or tramway track, bicycle path or footpath; and (iii) does not serve properties bordering on it.	Support the Council approach. Many roads in the comprehensive TEN-T network are multi-use roads, serving all different groups of users, not only motor traffic. They are simply the only connection between towns and villages in the region. Investing hundreds of billions into reconstructing them to para-motorway standards will not only detract funds from modernising rail systems, but also create thousands of new barriers for active mobility.
ARTICLE 31			
Additional priorities for road infrastructure development			
In the promotion of projects of common interest related to road infrastructure, and in addition to the general priorities set out in Articles 12 and 13, attention shall be given to the following:			
(d) when building or upgrading road infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport;	(d) when building or upgrading road infrastructure, ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport;	(d) when building or upgrading road infrastructure, simultaneously build or upgrade connected or parallel infrastructure for active mobility and ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport.	Support Parliament proposal. It is an improvement over the original, rather unclear, Commission wording.
ARTICLE 39			
Urban nodes components			
1. An urban node shall comprise, in particular:			
(c) first and last mile connections between and to these access points.	(c) deleted (moved to article 41 (a), but without a reference to active mobility)	(c) first and last mile connections between and to these access points, including active mobility, light rail and other public transport infrastructure.	Support Parliament proposal. Regardless of where the first and last mile connections are listed, the point should include active modes on par with light rail, trams and other public transport.

EC proposal	Council General Approach	EP report	ECF recommendation
ARTICLE 40			
Urban nodes requirements			
When developing the trans-European transport network in urban nodes, in order to ensure the effective functioning of the entire network without bottlenecks, Member States shall ensure:			
(b) by 31 December 2025:	(b) by 31 December 2027 :	(b) by 31 December 2025:	Keep original deadline.
<p>(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;</p>	<p>(i) the adoption and monitoring of a SUMP <i>in line with Annex V for each urban node</i> that includes <i>inter alia</i> measures to integrate the different modes of transport and shift towards sustainable mobility, to promote efficient zero and low-emission mobility including urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;</p>	<p>(i) adoption of a publicly accessible sustainable urban mobility plan (SUMP) in line with Annex V that includes notably measures to integrate the different modes of transport, to evaluate their affordability and accessibility for users to address mobility poverty, to promote efficient zero- and low-emission mobility including active modes and public transport, as well as zero- and low-emission urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;</p>	<p>Add “and monitoring” as in the Council proposal. Add “shift towards sustainable mobility” as in the Council proposal. Add “publicly accessible” as in the Parliament proposal. Keep “in line with Annex V” as in the Commission and Parliament proposals.</p>
<p>(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;</p>	<p>(ii) the collection and submission to the Commission of urban mobility indicators, as defined in paragraph 2 of this Article, for each urban node 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;</p>	<p>(ii) collection and submission to the Commission of urban mobility data per urban node covering at minimum greenhouse gas emissions, congestion, accidents and injuries, modal share and accessibility and affordability of public and private mobility service, including for vulnerable road users and for people with reduced mobility, as well as data on air and noise pollution. Where possible, the data collected should be disaggregated on age, gender and disability. Thereafter these data shall be submitted every year;</p>	<p>Revert to the Commission proposal, possibly specifying the need to disaggregate modal share data on age, gender and disability, as in the Parliament proposal. The original COM proposal strikes a balance between a more harmonised and comparable data, and the costs of collecting it. It would already be a significant step forward – as long as it is not watered down by proposed changes to paragraph 2 of the same article (see below).</p>
-	-	<p>(da) From 1 January 2026, EU funding for projects of common interest related to urban nodes is conditional to the adoption of SUMP in accordance with the requirements set out in Annex V.</p>	<p>Support Parliament proposal. EU funding is a leverage, should be used.</p>
(c) by 31 December 2030:		(c) by 31 December 2030:	
<p>(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;</p>	<p>deleted / moved to article 41 (b)</p>	<p>(i) for passenger transport: sustainable, seamless and safe interconnection between rail, road, air, the active modes of transport, including public transport and, where possible, EuroVelo infrastructures, and, as appropriate, inland waterway and maritime infrastructure;</p>	<p>Support Parliament addition. If the Council proposal to move the provision to article 41 is accepted, the new wording of article 41 should also include a reference to EuroVelo.</p>

EC proposal	Council General Approach	EP report	ECF recommendation
<p>The Commission shall adopt, no later than one year after the entry into force of this Regulation an implementing act establishing a methodology for the data to be collected by the Member States referred to under point (ii) of paragraph (b). That implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3).</p>	<p>2. The Commission shall adopt, no later than one year after the entry into force of this Regulation an implementing act defining, in a limited number, the indicators related to transport sustainability and safety referred to under paragraph 1(b). Such implementing act shall also specify individual deadlines for submitting each indicator. Those deadlines shall be set from 3 to 5 years. When setting up the detailed set of indicators, the availability and accessibility of data at regional and local level shall be taken into consideration. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3).</p>	<p>The Commission shall, in close cooperation with Member States and their regional and local authorities, adopt, no later than one year after the entry into force of this Regulation an implementing act establishing a methodology for the data to be collected by the Member States referred to under point (ii) of paragraph (b). When doing so, the availability and accessibility of data at local level, as well as existing local and regional urban mobility plans, shall be taken into consideration. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 59(3).</p>	<p>Revert to the original Commission proposal. The point of introducing provisions on data collection is to have more and better data, which will allow for evidence-driven policies. Limiting the scope of the implementing act to data that is already available and accessible at regional and local level will not improve the current, fragmented situation.</p>
-	-	<p>(2 b) By 31 December 2025 at the latest, the Commission shall present implementing acts with harmonised safety standards for cycling and pedestrian transport infrastructure.</p>	<p>Support Parliament proposal. Quality and safety of cycling and pedestrian infrastructure in many member states, including sections implemented as a part of a TEN-T project, is insufficient. Lack of minimum quality requirements for cycling infrastructure undermines the EU aspirations in road safety, shift to more sustainable means of transport, and efficiency of EU funding.</p>
ARTICLE 41			
Additional priorities for urban nodes			
<p>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:</p>		<p>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:</p>	<p>Support Parliament proposal. The article includes provisions critical for efficiency of projects related to urban nodes; there is no reason to not make them a compulsory requirement.</p>
<p>Covered in article 39 (1) (c)</p>	<p>(a) first and last mile connections between and to the access points to the trans-European transport network referred to in Article 39(1)(b), in order to increase the performance of the trans-European transport network, such as metros or tramways;</p>	<p>Covered in article 39 (1) (c)</p>	<p>If the Council proposal to move first and last mile connections from article 39 (1) (c) to here is accepted, it should be complemented by mentioning active mobility, as in the Parliament proposal for article 39 (1) (c): “...such as active modes infrastructure, metros or tramways;”</p>

EC proposal	Council General Approach	EP report	ECF recommendation
(a) seamless interconnection between the infrastructure of the trans-European transport network and the infrastructure for regional and local transport;	(b) seamless interconnection between the infrastructure of the trans-European transport network and the infrastructure for regional and local sustainable transport. It may include, for passengers, the ability to access information, book, pay their journeys and retrieve their tickets through multimodal digital mobility services, and for freight, urban logistic facilities to enhance the consolidation of deliveries in urban areas, such as micro-hubs and cycle logistic hubs, in particular those connected with railway and waterborne transport infrastructure; (ba) sustainable, seamless and safe interconnection of passenger transport infrastructure between rail, road, the active modes of transport and, as appropriate, inland waterway, air, and maritime; (bb) sustainable, seamless and safe interconnection of freight transport infrastructure between rail, road, and as appropriate, inland waterway, air, and maritime as well as appropriate connections with logistics platforms and facilities;	(a) seamless interconnection between the infrastructure of the trans-European transport network and the infrastructure for regional and local transport;	Support the mention of “ cycle logistic hubs ” as in the Council proposal. If article 40 (c) (i) is deleted, as per Council proposal, add here a reference to EuroVelo network, as per Parliament proposal for article 40 (c) (i). Note that active modes can play a part in both passenger and freight transport (cycle logistics), therefore there is no reason to omit active modes from “sustainable, seamless and safe interconnection of freight transport infrastructure”. Proposed points (ba) and (bb) can be merged, simplifying the proposed provision.
(b) mitigation of the exposure of urban areas to negative effects of transiting rail and road transport, which may include bypasses;	(c) mitigation of the exposure of urban areas to negative effects of transiting rail and road transport, which may include bypasses ;	(b) mitigation of the exposure of urban areas to negative effects of transiting rail and road transport, which may include bypasses , in particular in the most affected areas, including integration of infrastructure for active modes within newly built or upgraded rail and road infrastructure, including bridges ;	Support Parliament proposal. Very important point about integrating cycling infrastructure within rail and road infrastructure, critical for reducing costs of developing cycling networks.
(d) increase of the modal share of public transport and of active modes;	(e) increase of the modal share of public transport and of active modes and measures to orientate primarily the mobility of passengers in favour of these modes ;	(d) increase of the modal share of public transport and of active modes, including by providing secure bicycle parking at train and bus stations, with dedicated charging areas for e-bikes, as well as safe and secure infrastructure for active modes ;	Support (combine) both additions by the Council and the Parliament.

ARTICLE 44

New technologies and innovation

In order for the trans-European transport network to keep up with innovative technological developments and deployments, Member States shall aim in particular to:

EC proposal	Council General Approach	EP report	ECF recommendation
<p>(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;</p>	<p>(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 in harmonised and coordinated way;</p>	<p>(a) support and promote the decarbonisation of transport through transition to zero- and low-emission vehicles, vessels, locomotives and aircraft powered by alternative and renewable fuels and other innovative and sustainable transport and network technologies; (a a) create appropriate conditions to promote and deploy sustainable emerging technologies like automated train operations, autonomous vehicles, passenger and freight drones in order to safeguard Union's leadership on those technologies and encourage private and public investments in the infrastructure needed for new modes of mobility like urban last mile drone operations, elevated cycle paths, maglev trains and hyperloop;</p>	<p>Support deletion of hyperloop. Replace the reference to 'elevated cycle paths' proposed by the Parliament with 'cycle highways' (more general and well-established, for example, in works on the UNECE level).</p>