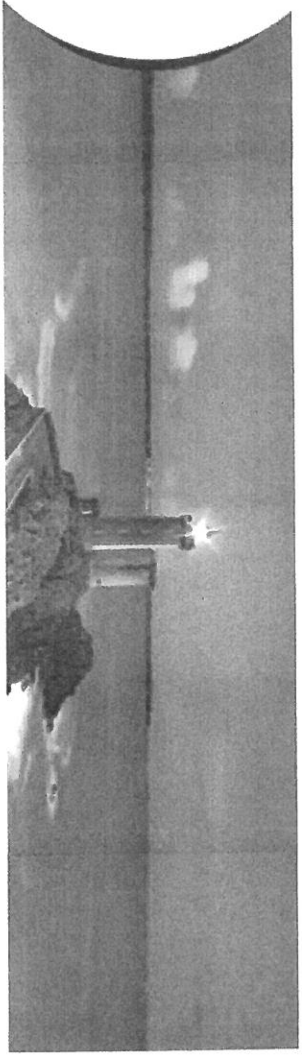


Amendment 1



Draft Policy Position

Amendment

New point 8bis. Welcomes the creation of the extended core network and the 2040 milestone as a pragmatic solution to offer a more realistic perspective to sections in which it would be challenging to reach the 2030 while improving geographical coverage of the core network. Regrets, however, that few “blind-spots” remain. Therefore, calls for raising the ambition of the extended core network by including mature sections of the comprehensive network as well as relevant ports. Likewise, sees, in some cases, a lack of ambition in including some sections in the extended core instead of the core network missing the opportunity to accelerate their implementation.

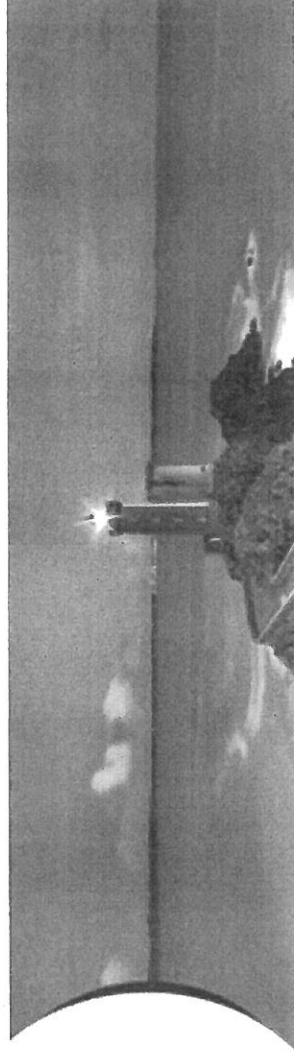
Justification

The creation of this new milestone is a pragmatic solution to a challenge in the implementation of the TEN-T. Not only it offers a more realistic perspective to sections in which it would be challenging to reach the 2030 target considering the high level of standards applying to the core network and facilitates the integration of the RFC sections that were not in the core network. It also improves substantially the geographical coverage of the core network although few “blind-spots” remain. However, in some cases, it seems that including rail sections in the extended core instead of the core network is conservative to say the least. For example, for new constructions that would have been realistically implemented shortly after 2030. Including such sections into the core network would have accelerated their implementation.

Amendment 2

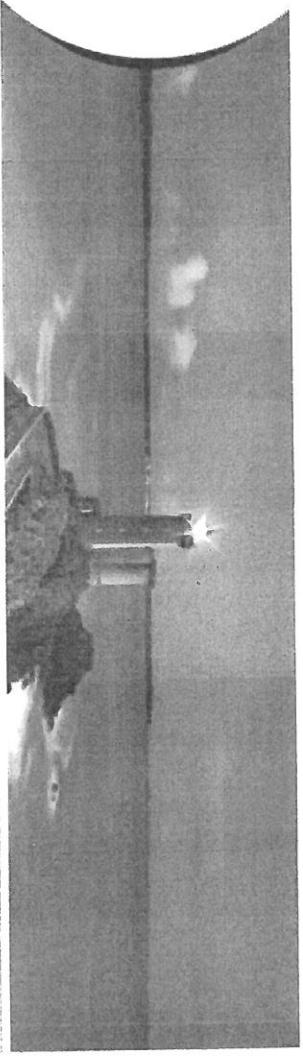


CPMR
CRPM



<i>Draft Policy Position</i>	<i>Amendment</i>
<p>10. Welcomes the new approach to urban nodes. Believes, however, that it could better address the specificities of Regions facing insularity, remoteness or low population density.</p>	<p>10. Welcomes the new approach to urban nodes but urges that that their classification in the network should be regularly assessed in coordination with the regions to better take into account the unique characteristics of the nodes and their evolution in coping with the unavoidable challenges posed by environmental objectives, climate change and international developments. Believes, however, that it could better address the specificities of Regions facing insularity, remoteness or low population density.</p>
<p style="text-align: center;"><i>Justification</i></p> <p>Identifying and classifying the urban nodes must take into account the major challenges they have to face and their expected contribution to the objectives of the EU. The process to assess the relevance of an urban node must therefore involve Regional authorities to ensure that it grasps regional dynamics and future developments in this regard.</p>	

Amendment 3



<i>Draft Policy Position</i>	<i>Amendment</i>
<p>15. Reiterates its call for the amendments to the Annexes that establish the maps of the network.</p>	<p>15. Reiterates its call for the amendments to the Annexes that establish the maps of the network as well as to reconsider some urban nodes and their classifications in the TEN-T.</p>
<i>Justification</i>	
<p>This amendment aims to echo point 10 of the Policy Position.</p>	

