



# EUROPEAN UNION

THE EUROPEAN PARLIAMENT

THE COUNCIL

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**DECISION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL  
ON UNION GUIDELINES FOR THE DEVELOPMENT OF  
THE TRANS-EUROPEAN TRANSPORT NETWORK (RECAST)**

## ANNEX II

### **CRITERIA AND SPECIFICATIONS FOR PROJECTS OF COMMON INTEREST<sup>1</sup>**

- Section 2 : Road network
- Section 3 : Rail network
- Section 4 : Inland waterways network and inland ports
- Section 5 : Seaports
- Section 6 : Airports
- Section 7 : Combined transport network
- Section 8 : Shipping information and management network
- Section 9 : Air traffic management network
- Section 10 : Positioning and navigation network

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<sup>1</sup> These criteria and specifications refer to the corresponding sections referred to in the enacting terms and/or Annex I.

## SECTION 2

### ROAD NETWORK

In addition to projects relating to the links in Annex I, projects of common interest will be deemed to include any infrastructure project relating to such links which deals with:

- A. Development of the network, and in particular:
- widening of motorways or upgrading of roads,
  - construction or improvement of bypasses or ring roads,
  - increasing the interoperability of national networks.
- B. Development of traffic management and user information systems, and in particular:
- establishment of telematic infrastructures for collecting traffic data,
  - developing traffic information centres and traffic control centres, as well as exchanges of data between traffic information centres in different countries,
  - establishing road information services, in particular the RDS-TMC system<sup>1</sup>,
  - technical interoperability of telematic infrastructures.

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<sup>1</sup> A radio-based digital road traffic message system in which the general message stream can be tuned to the individual needs of the road user.

### **SECTION 3**

#### **RAIL NETWORK**

In addition to projects relating to the links in Annex I, projects of common interest will be deemed to include any infrastructure project relating to such links which deals with:

- interoperability between trans-European railway systems,
- interconnection with networks of other modes of transport.

### **SECTION 4**

#### **INLAND WATERWAYS NETWORK AND INLAND PORTS**

##### **A. Inland ports**

Projects of common interest must relate solely to infrastructure open to any user on a non-discriminatory basis.

In addition to projects relating to the connections and inland ports mentioned in Annex I, projects of common interest will be deemed to include any infrastructure project corresponding to one or more of the following categories:

- 1) access to the port from waterways;
- 2) port infrastructure inside the port area;
- 3) other transport infrastructures inside the port area;
- 4) other transport infrastructures linking the port to other elements of the trans-European transport network.

Any project which concerns the following work will be deemed to be of common interest: construction and maintenance of all elements of the transport system generally open to all transport users within the port and of links with the national or international transport network. In particular, this includes the development and maintenance of land for commercial and other port-related purposes, the construction and maintenance of road and rail connections, the construction and maintenance, including dredging, of access routes and of other areas of water in the port, and the construction and maintenance of navigation aids and traffic management, communication and information systems in the port and on the access routes.

## **B. Traffic management**

Projects of common interest will be deemed to include in particular:

- a signalling and guidance system for vessels, in particular those carrying dangerous or polluting goods,
- communications systems for emergencies and inland waterway safety.

## **SECTION 5**

### **SEAPORTS**

#### **1. Common conditions for projects of common interest relating to seaports in the network**

Projects of common interest must relate solely to infrastructure open to any user on a non-discriminatory basis.

Any project which concerns the following work will be deemed to be of common interest: construction and maintenance of all elements of the transport system generally open to all transport users within the port and of links with the national or international transport network. In particular, this includes the development and maintenance of land for commercial and other port-related purposes, the construction and maintenance of road and rail connections, the construction and maintenance, including dredging, of access routes and of other areas of water in the port, and the construction and maintenance of navigation aids and traffic management, communication and information systems in the port and on the access routes.

## 2. Specifications for projects of common interest relating to the seaport network

Any project which meets the following specifications will be deemed to be of common interest:

Project specifications	Port category
<b>I. Promotion of Short Sea Shipping</b>	
Infrastructure necessary for the development of short-distance sea and sea-river shipping	Projects relating to ports in category A
<b>II. Access to ports</b>	
Access to ports from sea or inland waterway	Projects relating to ports in categories A and B
Permanent accessibility of ports in the Baltic Sea situated at approximately latitude 60° north and beyond, including capital costs for ice-breaking works during winter	Projects relating to ports in categories A, B and C
Creation or improvement of hinterland access linking the port to other elements of the trans-European transport network through rail, road and inland-waterway connections	Projects relating to ports in category A
Development of existing hinterland access linking the port to other elements of the trans-European transport network through rail, road and inland-waterway connections	Projects relating to ports in categories A and B

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### III. Port infrastructure within the port area

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Development of port infrastructure in order to increase intermodal efficiency	Projects relating to ports in categories A and B
Upgrading of the port infrastructure, in particular in ports on islands and in peripheral and outermost regions	Projects relating to ports in category C
Development and installation of management and information systems such as EDI (electronic data interchange) or other systems of intelligent management of goods and passenger traffic using integrated technologies	Projects relating to ports in categories A, B and C
Development of port installations to receive waste	Projects relating to ports in categories A, B and C

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## SECTION 6

### AIRPORTS

#### I. Eligibility criteria for airports of common interest

Airports of common interest must meet the criteria of one of the following connecting points:

- 1) International connecting points will include:
  - all airports or airport systems<sup>1</sup> with an annual traffic volume of no less than:
    - 5 000 000 passenger movements minus 10 %,
    - or
    - 100 000 commercial aircraft movements,
    - or
    - 150 000 tonnes freight throughput,
    - or
    - 1 000 000 extra-Union passenger movements;

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<sup>1</sup> Airport systems (OJ L 240, 24.8.1992, p. 14).

or

- any new airport constructed to replace an existing international connecting point which cannot be developed further on its site.

2) Union connecting points will include:

- all airports or airport systems with an annual traffic volume of:

- between 1 000 000 minus 10 % and 4 499 999 passenger movements,

or

- between 50 000 and 149 999 tonnes freight throughput,

or

- between 500 000 and 899 999 passenger movements, of which at least 30 % are non-national,

or

- between 300 000 and 899 999 passenger movements and located off the European mainland at a distance of over 500 km from the nearest international connecting point;

or

- any new airport constructed to replace an existing Union connecting point which cannot be developed further on its site.

3) Regional connecting points and accessibility points will include all airports

- with an annual traffic volume of between 500 000 and 899 999 passenger movements, of which less than 30 % are non-national,

or

- with an annual traffic volume of between 250 000 minus 10 % and 499 999 passenger movements,

or

- with an annual traffic volume of between 10 000 and 49 999 tonnes freight throughput,

or

- located on an island of a Member State,

or

- located in a landlocked area of the Union with commercial services operated by aircraft with a maximum take-off weight in excess of 10 tonnes.

An airport is located in a landlocked area if it is situated outside a radius of over 100 km from the nearest international or Union connecting point. This distance may, by way of exception, be reduced to 75 km in order to take account of difficult access due to the geographical situation or the poor quality of the inland transport infrastructure.

## **II. Specifications for projects of common interest related to the airport network**

All project will qualify as a project of common interest if it meets the following specifications:

Project specifications	Type of connecting point principally concerned <sup>1</sup>
<b>I. Optimisation of existing airport capacity</b>	
<i>Measure 1:</i> Optimisation of the existing capacity in terms of aircraft, passenger or freight movements, including the airport's air navigation equipment	International connecting point  Union connecting point  Regional connecting point and accessibility point
<i>Measure 2:</i> Improvement of airport security and safety	International connecting point  Union connecting point  Regional connecting point and accessibility point

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<sup>1</sup> This table does not exclude the measures concerned from being extended to other connecting points in certain, duly justified, special cases.

<p><i>Measure 3:</i> Adaptation of existing infrastructures made necessary by completion of the internal market and in particular by the measures governing the free movement of persons within the Union</p>	<p>International connecting point</p> <p>Union connecting point</p> <p>Regional connecting point and accessibility point</p>
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**II. Development of new airport capacities**

<p><i>Measure 4:</i> Development of the infrastructure and equipment which determine airport capacity in terms of aircraft, passenger or freight movements, including the airport's air navigation equipment</p>	<p>International connecting point</p> <p>Union connecting point</p>
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<p><i>Measure 5:</i> Construction of new airport to replace an existing airport or airport system which cannot be developed further on its site</p>	<p>International connecting point</p> <p>Union connecting point</p>
<p><b>III. Improvement of protection against nuisances generated by airport activities</b></p>	
<p><i>Measure 6:</i> Improvement of environmental compatibility in terms of noise and the treatment of airport effluent</p>	<p>International connecting point</p> <p>Union connecting point</p>

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**IV. Improvement or development of airport access**

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*Measure 7:* Improvement or development of interfaces between the airport and access infrastructures

International connecting point

Union connecting point

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*Measure 8:* Improvement and development of interconnections with other transport networks, and more specifically the rail network

International connecting point

Union connecting point

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## SECTION 7

### COMBINED TRANSPORT NETWORK

In addition to the projects relating to links specified in Annex I, projects of common interest will be deemed to include any project concerning:

- construction or upgrading of railway or inland waterway infrastructures in order to make the transport of intermodal loading units technically possible and economically viable,
- construction or development of centres for transfers between inland types of transport, including the setting up within the terminal of transshipment equipment with the corresponding infrastructure,
- adaptation of port areas, making it possible to develop or improve combined transport between sea transport and rail, inland waterway or road transport,
- railway transport equipment specially adapted to combined transport where so required by the nature of the infrastructure, particularly as regards the cost of the possible adaptation of such infrastructure and subject to the use of such equipment being associated with the infrastructure in question and the operators concerned being able to avail themselves of it on a non-discriminatory basis.

## SECTION 8

### SHIPPING INFORMATION AND MANAGEMENT NETWORK

Projects of common interest will be deemed to include any project:

- relating to the objectives of Union shipping safety policy,  
  
or
- designed to implement international conventions and resolutions of the International Maritime Organisation (IMO) in the area of shipping safety and concerning:
  - implementation of the Union system of notification of vessels bound for or coming from Union ports or transiting off Union coasts, with the aid of an electronic system of data exchanges also including transmission of data between vessels and land installations via transponders, particular attention will be given to EDI (electronic data interchange) electronic systems of data exchange including compatible interfaces,
  - the development and improvement of the LORAN-C land-based radio-navigation channels,

- the development or improvement of coastal and port shipping management and information systems (VTS) and their interconnection, with a view to safer and more effective surveillance and management of shipping, in particular in converging, busy, or environmentally sensitive areas,
- the development of tools to improve understanding of traffic: databases on traffic flows and shipping accidents, development of the European Permanent Traffic Observatory (EPTO) tool for analysing traffic flows,
- the development of infrastructure and equipment in order to further the implementation of the Global Maritime Distress and Safety System (GMDSS),
- the improvement of telematic data exchange systems in the context of port state control of vessels.

## SECTION 9

### AIR TRAFFIC MANAGEMENT NETWORK

Projects of common interest are deemed to include any project leading to an increase in the capacity of the system and optimising its use which forms part of a pattern of harmonisation and integration of the facilities and procedures of the various national connecting points and complies with the relevant international standards defined by the International Civil Aviation Organisation (ICAO) and by the competent European bodies, all of the foregoing taking account in particular of the European Organisation for the Safety of Air Navigation (Eurocontrol).

Such projects relate to:

- studies on better utilisation of airspace by the various users and the establishment of a consistent and efficient system of routes,
- air traffic planning and management which helps supply keep pace with demand and makes optimal use of available control capacities,
- the studies and work necessary for the harmonisation of facilities and procedures so as to integrate the various service providers taking particular account of the guidelines adopted by the European Civil Aviation Conference (ECAC),

- the improvement of system productivity, in particular by means of automated control assistance and potential conflict detection and resolution systems,
- contributions to the installation of means of communication, navigation and surveillance necessary for air traffic control, including the promotion of new technologies, in particular satellites and digital data networks, where that leads to compliance with European common specifications.

## **SECTION 10**

### **POSITIONING AND NAVIGATION NETWORK**

Projects of common interest are deemed to include any project relating to the establishment of any component of the future European Radio Navigation Plan or of a global satellite positioning and navigation system forming part of the following structure:

- control centre comprising a processing and control system,
- network of earth navigation stations,
- space segment composed of satellites enabling navigation signals to be transmitted,
- network of surveillance stations.

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### ANNEX III

#### **PRIORITY PROJECTS ON WHICH WORK IS DUE TO START BEFORE 2010**

1. Railway axis Berlin-Verona/Milan-Bologna-Naples-Messina-Palermo
  - Halle/Leipzig-Nuremberg (2015)
  - Nuremberg-Munich (2006)
  - Munich-Kufstein (2015)
  - Kufstein-Innsbruck (2009)
  - Brenner Tunnel (2015), cross-border section
  - Verona-Naples (2007)
  - Milan-Bologna (2006)
  - Rail/road bridge over the Strait of Messina-Palermo (2015)
  
2. High-speed railway axis Paris-Brussels-Cologne-Amsterdam-London
  - Channel tunnel-London (2007)
  - Brussels-Liège-Cologne (2007)
  - Brussels-Rotterdam-Amsterdam (2007)<sup>1</sup>

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<sup>1</sup> Including the two high-speed train stations in Rotterdam and Amsterdam which were not included in the project endorsed by the Essen European Council in 1994.

### 3. High-speed railway axis of south-west Europe

- Lisbon/Porto-Madrid (2011)<sup>1</sup>
- Madrid-Barcelona (2005)
- Barcelona-Figueras-Perpignan (2008)
- Perpignan-Montpellier (2015)
- Montpellier-Nîmes (2010)
- Madrid-Vitoria-Irún/Hendaye (2010)
- Irún/Hendaye-Dax, cross-border section (2010)
- Dax-Bordeaux (2020)
- Bordeaux-Tours (2015)

### 4. High-speed railway axis east

- Paris-Baudrecourt (2007)
- Metz-Luxembourg (2007)
- Saarbrücken-Mannheim (2007)

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<sup>1</sup> Including links Lisbon-Porto (2013), Lisbon-Madrid (2010) and Aveiro-Salamanca (2015).

5. Betuwe line (2007)
6. Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border rail link<sup>1</sup>
  - Lyon-St Jean de Maurienne (2015)
  - Mont-Cenis tunnel (2015-2017), cross-border section
  - Bussoleno-Turin (2011)
  - Turin-Venice (2010)
  - Venice-Ronchi Sud-Trieste-Divača (2015)
  - Koper-Divača-Ljubljana (2015)
  - Ljubljana-Budapest (2015)
7. Motorway axis Igoumenitsa/Patra-Athens-Sofia-Budapest
  - Via Egnatia (2006)
  - Pathe (2008)
  - Sofia-Kulata-Greek/Bulgarian border motorway (2010), with Promahon-Kulata as cross-border section
  - Nadlac-Sibiu motorway (branch towards Bucharest and Constanța) (2007)

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<sup>1</sup> Parts of this route correspond to pan-European corridor V.

8. Multimodal axis Portugal/Spain-rest of Europe<sup>1</sup>
  - Railway La Coruña-Lisbon-Sines (2010)
  - Railway Lisbon-Valladolid (2010)
  - Railway Lisbon-Faro (2004)
  - Lisbon-Valladolid motorway (2010)
  - La Coruña-Lisbon motorway (2003)
  - Seville-Lisbon motorway (completed 2001)
  - New Lisbon airport (2015)
9. Railway axis Cork-Dublin-Belfast-Stranraer<sup>2</sup> (2001)
10. Malpensa (completed 2001)<sup>3</sup>
11. Öresund fixed link (completed 2000)<sup>4</sup>
12. Nordic triangle railway/road axis
  - Road and railway projects in Sweden (2010)<sup>5</sup>
  - Helsinki-Turku motorway (2010)

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<sup>1</sup> Including upgrade of ports and airports (2015) as in accordance with the contents endorsed by the Essen/Dublin European Council.

<sup>2</sup> A further increase in capacity on this line was decided in 2003 and added as a separate project.

<sup>3</sup> Project completed.

<sup>4</sup> Project completed.

<sup>5</sup> A few short sections of road and railway line will be completed between 2010 and 2015.

- Railway Kerava-Lahti (2006)
  - Helsinki-Vaalimaa motorway (2015)
  - Railway Helsinki-Vainikkala (Russian border) (2014)
13. UK/Ireland/Benelux road axis (2010)
14. West coast main line (2007)
15. Galileo (2008)
16. Freight railway axis Sines/Algeciras-Madrid-Paris
- New high-capacity rail axis across the Pyrenees
  - Railway Sines-Badajoz (2010)
  - Railway line Algeciras-Bobadilla (2010)
17. Railway axis Paris-Strasbourg-Stuttgart-Vienna-Bratislava
- Baudrecourt-Strasbourg-Stuttgart (2015) with the Kehl bridge as cross-border section
  - Stuttgart-Ulm (2012)
  - Munich-Salzburg (2015), cross-border section
  - Salzburg-Vienna (2012)
  - Vienna-Bratislava (2010), cross-border section

18. Rhine/Meuse-Main-Danube inland waterway axis<sup>1</sup>
- Rhine-Meuse (2019) with the lock of Lanaye as cross-border section
  - Vilshofen-Straubing (2013)
  - Vienna-Bratislava (2015), cross-border section
  - Sap-Mohács (2014)
  - Bottlenecks in Romania and Bulgaria (2011)
19. High-speed rail interoperability on the Iberian peninsula
- Madrid-Andalusia (2010)
  - North-east (2010)
  - Madrid-Levante and Mediterranean (2010)
  - North/North-west corridor, including Vigo-Porto (2010)
  - Extremadura (2010)

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<sup>1</sup> Part of this route corresponds to the definition of pan-European Corridor VII.

20. Fehmarn Belt railway axis

- Fehmarn Belt fixed rail/road link (2014)
- Railway for access in Denmark from Öresund (2015)
- Railway for access in Germany from Hamburg (2015)
- Railway Hannover-Hamburg/Bremen (2015)

21. Motorways of the Sea (MoS)

Projects of common interest identified in accordance with Article 13 and concerning the following motorways of the sea:

- motorway of the Baltic Sea (linking the Baltic Sea Member States with Member States in central and western Europe, including the route through the North Sea/Baltic Sea Canal (Kiel Canal) (2010)),
- motorway of the sea of western Europe (leading from Portugal and Spain via the Atlantic Arc to the North Sea and the Irish Sea) (2010),
- motorway of the sea of south-east Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean to include Cyprus) (2010),

- motorway of the sea of south-west Europe (western Mediterranean), connecting Spain, France, Italy and including Malta, and linking with the motorway of the sea of south-east Europe (2010)<sup>1</sup>.

22. Athens-Sofia-Budapest-Vienna-Prague-Nuremberg/Dresden rail link<sup>2</sup>

- Railway Greek/Bulgarian border-Kulata-Sofia-Vidin/Calafat (2015)
- Railway Curtici-Braşov (towards Bucharest and Constanţa) (2010)
- Railway Budapest-Vienna (2010), cross-border section
- Railway Břeclav-Prague-Nuremberg (2010), with Nuremberg-Prague as cross-border section
- Railway axis Prague-Linz (2016)

23. Railway axis Gdańsk-Warsaw-Brno/Bratislava-Vienna<sup>3</sup>

- Railway Gdańsk-Warsaw-Katowice (2015)
- Railway Katowice-Břeclav (2010)
- Railway Katowice-Žilina-Nové Mesto n. V. (2010)

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<sup>1</sup> Including to the Black Sea.

<sup>2</sup> This major route largely corresponds to the definition of pan-European corridor IV.

<sup>3</sup> This major route largely corresponds to the definition of pan-European corridor VI.

24. Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerp rail link
- Lyon-Mulhouse-Mülheim<sup>1</sup>, with Mulhouse-Mülheim as cross-border section (2018)
  - Genova-Milan/Novara-Swiss border (2013)
  - Basel-Karlsruhe (2015)
  - Frankfurt-Mannheim (2012)
  - Duisburg-Emmerich (2009)<sup>2</sup>
  - 'Iron Rhine' Rheidt-Antwerp, cross-border section (2010)
25. Motorway axis Gdańsk-Brno/Bratislava-Vienna<sup>3</sup>
- Gdańsk-Katowice motorway (2010)
  - Katowice-Brno/Žilina motorway (2010), cross-border section
  - Brno-Vienna motorway (2009), cross-border section

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<sup>1</sup> Including the TGV Rhin-Rhône, minus the western branch.

<sup>2</sup> Project No 5 (Betuwe line) links Rotterdam and Emmerich.

<sup>3</sup> This major route largely corresponds to the definition of pan-European corridor VI.

26. Railway/road axis Ireland/United Kingdom/continental Europe
- Road/railway axis linking Dublin with the North (Belfast-Larne) and South (Cork) (2010)<sup>1</sup>
  - Road/railway axis Hull-Liverpool (2015)
  - Railway Felixstowe-Nuneaton (2011)
  - Railway Crewe-Holyhead (2008)
27. 'Rail Baltica' axis Warsaw-Kaunas-Riga-Tallinn-Helsinki
- Warsaw-Kaunas (2010)
  - Kaunas-Riga (2014)
  - Riga-Tallinn (2016)
28. 'Eurocaprail' on the Brussels-Luxembourg-Strasbourg railway axis
- Brussels-Luxembourg-Strasbourg (2012)
29. Railway axis of the Ionian/Adriatic intermodal corridor
- Kozani-Kalambaka-Igoumenitsa (2012)
  - Ioannina-Antirrio-Rio-Kalamata (2014)

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<sup>1</sup> Including Essen project No 13: road axis Ireland/United Kingdom/Benelux.

30. Inland waterway Seine-Scheldt

Navigability improvements Deulemont-Gent (2012-2014-2016)

Compiègne-Cambrai (2012-2014-2016)

The date, agreed in advance, for completing the work is shown in brackets. The dates for completing the work for projects 1 to 20 and 30 and the details of the sections are as indicated in the High-Level Group's report where these have actually been identified.

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## ANNEX IV

### **Repealed Decision with list of its successive amendments**

Decision No 1692/96/EC of the European Parliament  
and of the Council  
(OJ L 228, 9.9.1996, p. 1)

Decision No 1346/2001/EC of the European  
Parliament and of the Council  
(OJ L 185, 6.7.2001, p. 1)

2003 Act of Accession, Annex II, point 8.F  
(OJ L 236, 23.9.2003, p. 447)

Decision No 884/2004/EC of the European Parliament  
and of the Council  
(OJ L 167, 30.4.2004, p. 1)

Council Regulation (EC) No 1791/2006  
(OJ L 363, 20.12.2006, p. 1)

Point 6(D) of the Annex only

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## ANNEX V

### Correlation table

Decision No 1692/96/EC	This Decision
Article 1(1)	Article 1(1)
Article 1(2), first sentence	Article 1(2), first sentence
Article 1(2), second sentence	Article 7(1)
Article 1(2), third sentence	Article 1(2), second sentence
Article 1(3)	Article 1(3)
Articles 2 to 6	Articles 2 to 6
Article 7(1), introductory wording	Article 7(2), introductory wording
Article 7(1), first indent	Article 7(2)(a)
Article 7(1), second indent	Article 7(2)(b)
Article 7(1), third indent	Article 7(2)(c)
Article 7(1), fourth indent	Article 7(2)(d)
Article 7(2), introductory wording	Article 7(3), introductory wording

Article 7(2), first indent	Article 7(3)(a)
Article 7(2), second indent	Article 7(3)(b)
Article 7(3)	Article 7(4)
Article 8(1), first subparagraph	Article 8(1), first subparagraph
Article 8(1), second subparagraph, first sentence	Article 8(1), second subparagraph
Article 8(1), second subparagraph, second sentence	Article 8(1), third subparagraph
Article 8(2)	Article 8(2)
Article 9(1), introductory wording	Article 9(1), introductory wording
Article 9(1), first indent	Article 9(1)(a)
Article 9(1), second indent	Article 9(1)(b)
Article 9(1), third indent	Article 9(1)(c)
Article 9(1), fourth indent	Article 9(1)(d)
Article 9(2) and (3)	Article 9(2) and (3)
Article 10(1)	Article 10(1)

Article 10(2), first subparagraph	Article 10(2), first subparagraph
Article 10(2), second subparagraph, first sentence	Article 10(2), second subparagraph
Article 10(2), second subparagraph, second sentence	Article 10(2), third subparagraph
Article 10(3) to (6)	Article 10(3) to (6)
Article 11(1), (2) and (3)	Article 11(1), (2) and (3)
Article 11(3a)	Article 11(4), first subparagraph
Article 11(3b)	Article 11(4), second subparagraph
Article 11(4)	Article 11(5)
Article 12	Article 12
Article 12a(1) to (4)	Article 13(1) to (4)
Article 12a(5), introductory wording	Article 13(5), introductory wording
Article 12a(5), first indent	Article 13(5)(a)
Article 12a(5), second indent	Article 13(5)(b)
Article 12a(5), third indent	Article 13(5)(c)

Article 12a(6), first and second sentences	Article 13(7), first subparagraph
Article 12a(6), third sentence	Article 13(7), second subparagraph
Article 12a(7)	Article 13(6)
Article 13	Article 14
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Article 14, first indent	Article 15(a)
Article 14, second indent	Article 15(b)
Article 14, third indent	Article 15(c)
Article 15, introductory and final sentences	Article 16, introductory sentence
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Article 17a(6)	Article 19(7)
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Article 18(2), first sentence	Article 21(1)
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Article 18(3), second sentence	Article 22, second paragraph
Article 18(3), third and fourth sentences	Article 22, third paragraph
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Article 19a(2), introductory wording	Article 25(1), introductory wording

Article 19a(2)(a) and (b)	Article 25(1)(a) and (b)
_____	Article 25(2), introductory wording
Article 19a(2)(c) and (d)	Article 25(2)(a) and (b)
Article 19a(3)	Article 25(3)
Article 19a(4)	Article 26(1)
Article 19a(5), first sentence	Article 26(2), first subparagraph
Article 19a(5), second sentence	Article 26(2), second subparagraph
Article 19a(6)	Article 27(1)
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Article 19a(8)	Article 27(3)
Article 19a(9)	Article 27(4)
Article 19b, first sentence	Article 28, first paragraph
Article 19b, second sentence	Article 28, second paragraph
Article 22	Article 29, first paragraph
_____	Article 29, second paragraph

Article 23

Article 24

Annex I

Annex II

Annex III

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Article 30

Article 31

Annex I

Annex II

Annex III

Annex IV

Annex V

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