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WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Delegations
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Subject:	Proposal for a Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 - Revised four column document

Delegations will find attached a revised version of the 4-column document containing the annexes to the above-mentioned proposal.

Proposal for a
Regulation of the European Parliament and of the Council
establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014
(Text with EEA relevance)

	COMMISSION PROPOSAL COM(2018) 438 FINAL			EP AMENDMENTS REPORT A8-0409/2018			COUNCIL PARTIAL GENERAL APPROACH ST 15146/18			COMPROMISES AND SUGGESTIONS	
1.	PART I – INDICATORS The Programme will be monitored closely on the basis of a set of indicators intended to measure the extent to which the general and specific objectives of the Programme have been achieved and with a view to minimising administrative burdens and costs. To that end, data will be collected as regards the following set of key indicators:			PART I – INDICATORS The Programme will be monitored closely on the basis of a set of indicators intended to measure the extent to which the general and specific objectives of the Programme have been achieved and with a view to minimising administrative burdens and costs. To that end, data will be collected as regards the following set of key indicators:			PART I – INDICATORS The Programme will be monitored closely on the basis of a set of indicators intended to measure the extent to which the general and specific objectives of the Programme have been achieved and with a view to minimising administrative burdens and costs. To that end, data will be collected as regards the following set of key indicators:				
2.	Sectors	Specific Objectives	Indicators	Sectors	Specific Objectives	Indicators		Sectors	Specific Objectives	Indicators	
	Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)	Transport:	Efficient and interconnected networks and infrastructure for smart, <i>interoperable</i> , <i>multimodal</i> , inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, <i>regional cross-border rail connections</i> , maritime ports, inland ports, <i>airports</i> , and rail-road terminals of the TEN-T core <i>and comprehensive</i> network)		Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)	
			Number of CEF supported actions contributing to the digitalisation of transport (<i>ERTMS, SESAR</i>)				Number of CEF supported actions contributing to the digitalisation of transport, in particular through the deployment of ERTMS, RIS, ITS, VTMISS/e-Maritime services and SESAR				
			Number of alternative fuel supply points built or upgraded with the support of CEF								
			Number of CEF supported actions contributing to the safety of transport								

			Number of alternative fuel supply points built or upgraded with the support of CEF
			Number of CEF supported actions contributing to the safety of transport
		Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements
			<i>Number of CEF actions contributing to transport accessibility for persons with disabilities</i>
			<i>Number of CEF supported actions contributing to reduce rail freight noise</i>
		Adaptation to <i>dual</i> mobility (<i>civil and defence</i>) requirements	Number of transport infrastructure components adapted to meet <i>dual</i>
			Number of alternative fuel supply points built or upgraded with the support of CEF
			Number of CEF supported actions contributing to the safety of transport
		Development of civilian-military dual-use transport infrastructure	Number of transport infrastructure components adapted to civilian-military dual-use requirements

3.

Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints		
			Security of energy supply	Number of CEF actions contributing to projects ensuring resilient gas network
				Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity
	Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems		
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	Sustainable development through enabling decarbonisation	Number of CEF actions contributing to cross-border cooperation in the area of renewables		
		Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints	
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4.	Digital	Contribution to the deployment of digital connectivity infrastructure throughout the European Union	New connections to very high capacity networks for socio-economic drivers and very high quality wireless connections for local communities	Digital	Contribution to the deployment of digital connectivity infrastructure throughout the European Union	New connections to very high capacity networks for socio-economic drivers and very high quality wireless connections for local communities	Digital	Contribution to the deployment of digital connectivity infrastructure throughout the European Union	New connections to very high capacity networks for socio-economic drivers and very high quality wireless connections for local communities	
			Number of CEF actions enabling 5G connectivity along transport paths			Number of CEF actions enabling 5G connectivity along transport paths			Number of CEF actions enabling 5G connectivity along transport paths	
			Number of CEF actions enabling new connections to very high capacity networks for households			Number of CEF actions enabling new connections to very high capacity networks for households			Number of CEF actions enabling new connections to very high capacity networks	
			Number of CEF actions contributing to the digitalisation of energy and transport sectors			Number of CEF actions contributing to the digitalisation of energy and transport sectors			Number of CEF actions contributing to the digitalisation of energy and transport sectors	

5.	PART II: INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR	PART II: INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR	PART II: INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR	
6.	The budgetary resources referred to in Article 4 paragraph 2 (a) (i) and (ii) shall be distributed as follows: – 60% for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks "; – 40% for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility". For the actions listed at Article 9 paragraph 2 (a), 75% of the budgetary resources should be allocated to actions on the core network corridors, 10% to actions on the core network outside the core network corridors and 15% to actions on the comprehensive network.	The budgetary resources referred to in Article 4 paragraph 2 (a) (i) and (ii) shall be distributed as follows: – 60% for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks "; – 40% for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility". <i>Budgetary resources used to finance</i> actions listed in Article 9 paragraph 2 (a) <i>shall be distributed as follows:</i> 75 % should be allocated to actions on the core network corridors, 10% to actions on the core network outside the core network corridors and 15% to actions on the comprehensive network.	The budgetary resources referred to in Article 4 paragraph 2 (a) (i) [...] shall be distributed as follows: – 60% for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient, interconnected and multimodal networks"; – 40% for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility". The budgetary resources referred to in Article 4 paragraph 2(a) (ii) shall be distributed as follows: – 85% for the actions listed at Article 9 paragraph 2(a): "Actions relating to efficient, interconnected and multimodal networks"; – 15% for the actions listed at Article 9 paragraph 2(b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility". For the actions listed at Article 9 paragraph 2(a), 85% of the budgetary resources should be allocated to actions on the core network [...] and 15% to actions on the comprehensive network.	

7.	PART III: TRANSPORT CORE NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS; PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK			PART III: <i>HORIZONTAL PRIORITIES</i> , TRANSPORT CORE NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS; PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK			PART III: TRANSPORT CORE NETWORK CORRIDORS AND [...] CROSS-BORDER LINKS ON THE COMPREHENSIVE NETWORK																																						
8.				<i>-1a. Horizontal priorities SESAR, ERTMS, ITS, RIS, VTMIssmart technology devices</i>																																									
9.	1. Core network corridors and pre-identified sections			1. Core network corridors and pre-identified sections			1. Core network corridors and [...] indicative list of cross-border links and missing links																																						
10.	<table><tr><td colspan="4">Core network corridor "Atlantic"</td></tr><tr><td rowspan="5">Alignment</td><td colspan="3">Gijón – León – Valladolid A Coruña – Vigo – Orense – León– Zaragoza – Pamplona/Logroño – Bilbao <i>Bordeaux – Toulouse</i> Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid <i>Madeira Island/Sines – Ermidas/Lisboa – Madrid – Valladolid</i> Lisboa – Aveiro – Leixões/Porto – Douro river/<i>Vigo</i> Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – <i>La Rochelle</i> – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg <i>Shannon Foynes – Dublin – Rosslare – Waterford – Cork – Brest – Roscoff – Cherbourg – Caen – Le Havre – Rouen – Paris</i> <i>Dublin/Cork – Brest – Roscoff</i> – Saint Nazaire – Nantes – Tours – <i>Dijon</i></td></tr><tr><td rowspan="4">Pre-identified sections</td><td rowspan="4">Cross-border</td><td>Evora – Merida</td><td rowspan="3">Rail</td></tr><tr><td>Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux</td></tr><tr><td>Aveiro – Salamanca</td></tr><tr><td>Douro river (Via Navegável do Douro)</td><td>Inland waterways</td></tr><tr><td></td><td><i>Missing link</i></td><td><i>Paris (link Orly-Versailles and Orly-Ch. De Gaulle airport)</i></td><td><i>Multimodal</i></td></tr></table>			Core network corridor "Atlantic"				Alignment	Gijón – León – Valladolid A Coruña – Vigo – Orense – León– Zaragoza – Pamplona/Logroño – Bilbao <i>Bordeaux – Toulouse</i> Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid <i>Madeira Island/Sines – Ermidas/Lisboa – Madrid – Valladolid</i> Lisboa – Aveiro – Leixões/Porto – Douro river/ <i>Vigo</i> Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – <i>La Rochelle</i> – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg <i>Shannon Foynes – Dublin – Rosslare – Waterford – Cork – Brest – Roscoff – Cherbourg – Caen – Le Havre – Rouen – Paris</i> <i>Dublin/Cork – Brest – Roscoff</i> – Saint Nazaire – Nantes – Tours – <i>Dijon</i>			Pre-identified sections	Cross-border	Evora – Merida	Rail	Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	Aveiro – Salamanca	Douro river (Via Navegável do Douro)	Inland waterways		<i>Missing link</i>	<i>Paris (link Orly-Versailles and Orly-Ch. 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De Gaulle airport)</i> EP AM not acceptable – too detailed, urban nodes are a horizontal priority		
Core network corridor "Atlantic"																																													
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		Douro river (Via Navegável do Douro)	Inland waterways																																										
Missing links	Non-UIC gauge interoperable lines on the Iberian Peninsula	Rail																																											

11.

Core network corridor "Baltic – Adriatic"			
Alignment	Gdynia – Gdańsk – Katowice/Ślawków Gdańsk – Warszawa – Katowice Katowice – Ostrava – Brno – Wien Szczecin/Świnoujście – Poznań – Wrocław – Ostrava Katowice – Žilina – Bratislava – Wien Wien – Graz– Villach – Udine – Trieste Udine – Venezia – Padova – Bologna – Ravenna – Ancona Graz – Maribor –Ljubljana – Koper/Trieste		
Pre-identified sections	Cross-border	Katowice – Ostrava Katowice – Žilina Opole – Ostrava Bratislava – Wien Graz – Maribor Trieste – Divaca	Rail
		Katowice – Žilina Brno – Wien	Road
	Missing link	Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača	Rail

Core network corridor "Baltic – Adriatic"			
Alignment	Gdynia – Gdańsk – Katowice/Ślawków Gdańsk – Warszawa – Katowice/ Kraków Katowice – Ostrava – Brno – Wien Szczecin/Świnoujście – Poznań – Wrocław – Ostrava Katowice – Bielsko-Biala – Žilina – Bratislava – Wien Wien – Graz– Villach – Udine – Trieste Udine – Venezia – Padova – Bologna – Ravenna – Ancona Graz – Maribor –Ljubljana – Koper/Trieste		
Cross-border links	Katowice – Ostrava Katowice – Žilina [...] Bratislava – Wien Graz – Maribor Venezia – Trieste – Divaca – Ljubljana	Rail	
		Katowice – Žilina Brno – Wien Road	
	Missing link	Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača	Rail

Udine – Venezia – Padova – Bologna – Ravenna – Ancona– **Foggia**
EP AM not acceptable – outside of the core network

Core network corridor "Mediterranean"			
Alignment	Algeciras – Bobadilla –Madrid – Zaragoza – Tarragona Sevilla – Bobadilla – Murcia Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest Ljubljana/Rijeka – Zagreb – Budapest – UA border		
Pre-identified sections	Cross-border	Lyon – Torino: base tunnel and access routes	Rail
		Nice – Ventimiglia	
		Trieste – Divača	
		Ljubljana – Zagreb	
		Zagreb – Budapest	
		Budapest – Miskolc – UA border	
		Lendava – Letenye	Road
		Vásárosnamény – UA border	
	Missing link	Perpignan – Montpellier	Rail
		Koper – Divača	
		Rijeka – Zagreb	
		Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	Inland Waterways

Core network corridor "Mediterranean"			
Alignment	Algeciras – Bobadilla –Madrid – Zaragoza – Tarragona Zaragoza – Teruel – Valencia/Sagunto Sagunto – Valencia – Madrid Sevilla – Bobadilla – Murcia Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – La Spezia – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest Toulouse – Narbonne Ljubljana/Rijeka – Zagreb – Budapest – UA border		
Pre-identified sections	Cross-border	Lyon – Torino: base tunnel and access routes	Rail
		Barcelona – Perpignan	
		Nice – Ventimiglia	
		Trieste – Divača	
		Ljubljana – Zagreb	
		Zagreb – Budapest	
		Budapest – Miskolc – UA border	
		Lendava – Letenye	Road
		Vásárosnamény – UA border	
	Missing link	Perpignan – Montpellier	Rail
		Madrid – Zaragoza – Barcelona	
		Koper – Divača	
		Rijeka – Zagreb	
		Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –Trieste/ Ravenna - Porto Garibaldi	Inland Waterways

Core network corridor "Mediterranean"		
Alignment	Algeciras – Bobadilla –Madrid – Zaragoza – Tarragona Sevilla – Bobadilla – Murcia Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – La Spezia /Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest Ljubljana/Rijeka – Zagreb – Budapest – UA border	
Cross-border links	Barcelona – Perpignan	Rail
	Lyon – Torino: base tunnel and access routes	
	Nice – Ventimiglia	
	Venezia – Trieste – Divača – Ljubljana	
	Ljubljana – Zagreb	
	Zagreb – Budapest	
	Budapest – Miskolc – UA border	
	Lendava – Letenye	Road
	Vásárosnamény – UA border	
	Almería – Murcia	Rail
Missing link	Non-UIC gauge interoperable lines on the Iberian Peninsula	
	Perpignan – Montpellier	
	Koper – Divača	
	Rijeka – Zagreb	
	Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	Inland Waterways

Zaragoza – Teruel – Valencia/Sagunto Sagunto – Valencia – Madrid
Sevilla – Bobadilla – Murcia
Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona
Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon –**La Spezia** – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest
EP AMs acceptable – covered by pGA

Toulouse – Narbonne
EP AM not justified

Barcelona – Perpignan
EP AM acceptable – covered by pGA

Madrid – Zaragoza – Barcelona
EP AM not acceptable – pGA addresses all non-UIC gauge esections on the Iberian peninsula

Milano – Cremona – Mantova – **Ferrara** – Porto Levante/Venezia –Trieste/ Ravenna - **Porto Garibaldi**
EP AM not clear

13.

	<table><tr><td colspan="4">Core network corridor "North Sea – Baltic"</td></tr><tr><td>Alignment</td><td colspan="3">Luleå – Helsinki – Tallinn – Riga Ventspils – Riga Riga – Kaunas Klaipeda – Kaunas – Vilnius Kaunas – Warszawa BY border – Warszawa – <i>Łódź/Poznań</i> – Frankfurt/Oder – Berlin – Hamburg – Kiel Łódź – Katowice/Wrocław <i>UA/PL border – Rzeszów</i> – Katowice – Wrocław – Falkenberg – Magdeburg Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover Hannover – Bremen – Bremerhaven/Wilhelmshaven Hannover – Osnabrück – / <i>Kleve</i> – <i>Nijmegen</i> / – Hengelo – Almelo – Deventer – Utrecht Utrecht – Amsterdam Utrecht – Rotterdam – Antwerpen Hannover – Köln – Antwerpen</td></tr><tr><td rowspan="10">Pre-identified sections</td><td rowspan="3">Cross-border</td><td>Tallinn – Rīga – Kaunas/<i>Vilnius</i> – Warszawa: Rail Baltic new UIC gauge fully interoperable line</td><td>Rail</td></tr><tr><td><i>Antwerpen – Duisburg</i></td><td><i>Rail</i></td></tr><tr><td>Świnoujście/Szczecin/<i>Karniner Bridge</i> – Berlin</td><td>Rail/Inland Waterways</td></tr><tr><td rowspan="7">Missing link</td><td>Via Baltica Corridor EE-LV-LT-PL</td><td>Road</td></tr><tr><td>[...]</td><td>Rail</td></tr><tr><td>Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub</td><td rowspan="4">Inland waterways</td></tr><tr><td>Kiel Kanal</td></tr><tr><td>Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals</td></tr><tr><td>Rhine, Waal</td></tr><tr><td>Noordzeekanaal, IJssel, Twentekanaal</td></tr><tr><td><i>Upgrading (double-track)</i></td><td><i>Ruhrgebiet – Münster – Osnabrück – Hamburg</i></td><td><i>Rail</i></td></tr></table>	Core network corridor "North Sea – Baltic"				Alignment	Luleå – Helsinki – Tallinn – Riga Ventspils – Riga Riga – Kaunas Klaipeda – Kaunas – Vilnius Kaunas – Warszawa BY border – Warszawa – <i>Łódź/Poznań</i> – Frankfurt/Oder – Berlin – Hamburg – Kiel Łódź – Katowice/Wrocław <i>UA/PL border – Rzeszów</i> – Katowice – Wrocław – Falkenberg – Magdeburg Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover Hannover – Bremen – Bremerhaven/Wilhelmshaven Hannover – Osnabrück – / <i>Kleve</i> – <i>Nijmegen</i> / – Hengelo – Almelo – Deventer – Utrecht Utrecht – Amsterdam Utrecht – Rotterdam – Antwerpen Hannover – Köln – Antwerpen			Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas/ <i>Vilnius</i> – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail	<i>Antwerpen – Duisburg</i>	<i>Rail</i>	Świnoujście/Szczecin/ <i>Karniner Bridge</i> – Berlin	Rail/Inland Waterways	Missing link	Via Baltica Corridor EE-LV-LT-PL	Road	[...]	Rail	Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	Inland waterways	Kiel Kanal	Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	Rhine, Waal	Noordzeekanaal, IJssel, Twentekanaal	<i>Upgrading (double-track)</i>	<i>Ruhrgebiet – Münster – Osnabrück – Hamburg</i>	<i>Rail</i>
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Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas/ <i>Vilnius</i> – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail																												
		<i>Antwerpen – Duisburg</i>	<i>Rail</i>																												
		Świnoujście/Szczecin/ <i>Karniner Bridge</i> – Berlin	Rail/Inland Waterways																												
	Missing link	Via Baltica Corridor EE-LV-LT-PL	Road																												
		[...]	Rail																												
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	Inland waterways																												
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Core network corridor "North Sea – Baltic"			
Alignment	Luleå – Helsinki – Tallinn – Riga Ventspils – Riga Riga – Kaunas Klaipeda – Kaunas – Vilnius Kaunas – Warszawa BY border – Warszawa – Łódź/Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel Łódź – Katowice/Wrocław Katowice – Wrocław – Falkenberg – Magdeburg Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover Hannover – Bremen – Bremerhaven/Wilhelmshaven Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht Utrecht – Amsterdam Utrecht – Rotterdam – Antwerpen Hannover – Köln – Antwerpen		
Cross-border links	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail	
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	Kaunas – Vilnius	Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
		Kiel Kanal	Inland waterways
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
		Rhine, Waal	
		Noordzeekanaal, IJssel, Twentekanaal	

Core network corridor "North Sea – Baltic"			
Alignment	Luleå – Helsinki – Tallinn – Riga Ventspils – Riga Riga – Kaunas Klaipeda – Kaunas – Vilnius Kaunas – Warszawa BY border – Warszawa – Łódź/Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel Łódź – Katowice/Wrocław Katowice – Wrocław – Falkenberg – Magdeburg Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover Hannover – Bremen – Bremerhaven/Wilhelmshaven Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht Utrecht – Amsterdam Utrecht – Rotterdam – Antwerpen Hannover – Köln – Antwerpen		
Cross-border links	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail	
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	Kaunas – Vilnius	Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
		Kiel Kanal	Inland waterways
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
		Rhine, Waal	
		Noordzeekanaal, IJssel, Twentekanaal	

Core network corridor "North Sea – Baltic"			
Alignment	Luleå – Helsinki – Tallinn – Riga Ventspils – Riga Riga – Kaunas Klaipeda – Kaunas – Vilnius Kaunas – Warszawa BY border – Warszawa – Łódź/Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel Łódź – Katowice/Wrocław Katowice – Wrocław – Falkenberg – Magdeburg Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover Hannover – Bremen – Bremerhaven/Wilhelmshaven Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht Utrecht – Amsterdam Utrecht – Rotterdam – Antwerpen Hannover – Köln – Antwerpen		
Cross-border links	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail	
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	Kaunas – Vilnius	Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
		Kiel Kanal	Inland waterways
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
		Rhine, Waal	
		Noordzeekanaal, IJssel, Twentekanaal	

BY border – Warszawa – *Łódź/Poznań* –
Frankfurt/Oder – Berlin – Hamburg – Kiel Łódź –
Katowice/Wrocław
UA/PL border – Rzeszów – Katowice –
Wrocław – Falkenberg – Magdeburg
EP AMs acceptable – covered by pGA

Hannover – Osnabrück – / *Kleve* – *Nijmegen* / –
Hengelo – Almelo – Deventer – Utrecht Utrecht –
Amsterdam
EP AM not acceptable – outside of the core network

Tallinn – Rīga – Kaunas/*Vilnius* – Warszawa: Rail Baltic new UIC gauge fully interoperable line
EP AM not acceptable – no cross-border dimension

Antwerpen – Duisburg
EP AM not acceptable – outside of the core network

Świnoujście/Szczecin/ *Karniner Bridge* – Berlin
EP AM not acceptable – outside of the TEN-T

Ruhrgebiet – Münster – Osnabrück – Hamburg
EP AM not acceptable – not part of the corridor

14.

	Core network corridor "North Sea – Mediterranean"				Core network corridor "North Sea – Mediterranean"				
	Alignment	Belfast – Dublin – Shannon Foynes/Cork Glasgow/Edinburgh – Liverpool/Manchester – Birmingham Birmingham – Felixstowe/London/Southampton London – Lille – Brussel/Bruxelles Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg Luxembourg – Metz – Dijon – Macon – Lyon – Marseille Luxembourg – Metz – Strasbourg – Basel Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris			Alignment	[...] <i>Derry – Sligo – Galway</i> – Shannon Foynes/Cork [...] <i>Baile Átha Cliath/Dublin/Corcaigh/Cork – Zeebrugge/Antwerpen/Rotterdam</i> <i>Dublin – Cork – Calais – Dunkerque – Zeebrugge – Anvers – Rotterdam</i> [...] <i>UK Border– Lille</i> – Brussel/Bruxelles London – Lille – <i>cross-border rail link Bruxelles-Quiévrain-Valenciennes</i> – Brussel/Bruxelles Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg Luxembourg – Metz – Dijon – Macon – Lyon – Marseille Luxembourg – Metz – Strasbourg – Basel Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris			
	Pre-identified sections	Cross-border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail	Pre-identified sections	Cross-border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail	
			Terneuzen – Gent	Inland waterways			Terneuzen – Gent	Inland waterways	
Seine – Escaut Network and the related Seine, Escaut and Meuse river basins			Seine – Escaut Network and the related Seine, Escaut and Meuse river basins						
Rhine-Scheldt corridor			Rhine-Scheldt corridor						
	Missing link	Albertkanaal/Canal Bocholt-Herentals	Inland waterways		Missing link	Albertkanaal/Canal Bocholt-Herentals	Inland waterways		
		Dunkerque – Lille				Dunkerque – Lille			

Core network corridor "North Sea – Mediterranean"			
Alignment	Belfast – Dublin – Shannon Foynes/Cork Shannon Foynes/Dublin/Cork – Le Havre/Calais/ Dunkerque/Zeebrugge/Terneuzen/Gent/ Antwerpen/Rotterdam/Amsterdam Glasgow/Edinburgh – Liverpool/Manchester – Birmingham Birmingham – Felixstowe/London/Southampton London – Lille – Brussel/Bruxelles Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg Luxembourg – Metz – Dijon – Macon – Lyon – Marseille Luxembourg – Metz – Strasbourg – Basel Antwerpen/Zeebrugge – Gent – Calais/Dunkerque/Lille – Paris– Rouen– Le Havre		
	Cross-border links	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
		Terneuzen – Gent	Inland waterways
		Seine – Escaut Network and the related Seine, Escaut and Meuse river basins	
Rhine-Scheldt corridor			
Missing link	Albertkanaal/ Canal Albert and Canal Bocholt-Herentals	Inland waterways	
	Dunkerque – Lille		

[...] deletion of UK sections
EP AM to be discussed

Derry – Sligo – Galway – Shannon Foynes/Cork
EP AM not acceptable – outside of the core network

Baile Átha Cliath/Dublin/Corcaigh/Cork – Zeebrugge/Antwerpen/Rotterdam
Dublin – Cork – Calais – Dunkerque – Zeebrugge – Anvers – Rotterdam
EP AM partly covered by pGA

cross-border rail link Bruxelles-Quiévrain-Valenciennes
EP AM not acceptable – outside of the core network

15.

Core network corridor "Orient/East-Med"				
Alignment	Hamburg – Berlin Rostock – Berlin – Dresden Bremerhaven/Wilhelmshaven – Magdeburg – Dresden Dresden – Ústí nad Labem – Melnik/Praha – Lysá nad Labem/Poříčany – Kolin Kolin – Pardubice – Brno – Wien/Bratislava – Budapest – Arad – Timișoara – Craiova – Calafat – Vidin – Sofia Sofia – Plovdiv – Burgas Plovdiv – TR border – Alexandroupoli – Kavala – Thessaloniki – Ioannina – Kakavia/Igoumenitsa FYROM border – Thessaloniki Sofia – Thessaloniki – Athina – Piraeus/Ikonio – Heraklion – Lemesos (Vasiliko) – Lefkosia Athina – Patras/Igoumenitsa			
	Pre-identified sections	Cross-border	Dresden – Praha	Rail
			Wien/Bratislava – Budapest	
			Békéscsaba – Arad	
			Calafat – Vidin – Sofia – Thessaloniki	
			TR border – Alexandroupoli	Road
			FYROM border – Thessaloniki	
			Ioannina – Kakavia (AL border)	Inland waterways
			Craiova – Vidin	
			Hamburg – Dresden – Praha – Pardubice	Rail
Missing link				
		Budapest Kelenföld – Ferencváros		
		Szolnok train station		

Core network corridor "Orient/East-Med"				
Alignment	Hamburg – Berlin Rostock – Berlin – Dresden Bremerhaven/Wilhelmshaven – Magdeburg – Dresden Dresden – Ústí nad Labem – Melnik/Praha – Lysá nad Labem/Poříčany – Kolin Kolin – Pardubice – Brno – Wien/Bratislava – Budapest – Arad – Timișoara – Craiova – Calafat – Vidin – Sofia Sofia – Plovdiv – Burgas/TR border [...] TR border – Alexandroupoli – Kavala – Thessaloniki – Ioannina – Kakavia/Igoumenitsa FYROM border – Thessaloniki Sofia – Thessaloniki – Athina – Piraeus/Ikonio – Heraklion – Lemesos (Vasiliko) – Lefkosia/Larnaka Athina – Patras/Igoumenitsa			
	Cross-border links	Cross-border	Dresden – Praha/Kolín	Rail
			Wien/Bratislava – Budapest	
			Békéscsaba – Arad – Timișoara	
			Craiova – Calafat – Vidin – Sofia – Thessaloniki	
			Sofia – RS border/FYROM border	Road
			TR border – Alexandroupoli	
			FYROM border – Thessaloniki	Road
			Ioannina – Kakavia (AL border)	
			Drobeta Turnu Severin/Craiova – Vidin – Montana	Inland waterways
Sofia – RS border				
Hamburg – Dresden – Praha – Pardubice				

Craiova – Vidin
EP AM acceptable – covered by pGA

Budapest Kelenföld – Ferencváros
Szolnok train station

EP AMs not acceptable – too detailed, urban nodes are a horizontal priority

16.

Core network corridor " Rhine – Alpine"			
Alignment	Genova – Milano – Lugano – Basel Genova – Novara – Brig – Bern – Basel - <i>reestablishment cross-border rail bridge Freiburg (Breisgau)-Colmar – Rastatt- Haguenau cross-border connection</i> – Karlsruhe – Mannheim – Mainz – Koblenz – Köln <i>Milano - Verona - Trento - Bozen - Innsbruck - München, including the Brenner Corridor</i> Köln – Düsseldorf – Duisburg – Nijmegen/Arnhem – Utrecht – Amsterdam Nijmegen – Rotterdam – Vlissingen Köln – Liège – Bruxelles/Brussel – Gent Liège – Antwerpen – Gent – Zeebrugge		
Pre-identified sections	Cross-border	Zevenaar – Emmerich – Oberhausen	Rail
		Karlsruhe – Basel	
		Milano/Novara – CH border	
		<i>Antwerpen - Duisburg</i>	
		Basel – Antwerpen/Rotterdam – Amsterdam	Inland waterways
Missing link	Genova – Tortona/Novi Ligure	Rail	

Core network corridor " Rhine – Alpine"		
Alignment	Genova – Milano – Lugano – Basel Genova – Novara – Brig – Bern – Basel – Karlsruhe – Mannheim – Mainz – Koblenz – Köln Köln – Düsseldorf – Duisburg – Nijmegen/Arnhem – Utrecht – Amsterdam Nijmegen – Rotterdam – Vlissingen Köln – Liège – Bruxelles/Brussel – Gent Liège – Antwerpen – Gent – Zeebrugge	
Cross-border links	Zevenaar – Emmerich – Oberhausen	Rail
	Karlsruhe – Basel	
	Milano/Novara – CH border	
	Basel – Antwerpen/Rotterdam – Amsterdam	Inland waterways
Missing link	Genova – Tortona/Novi Ligure	Rail
	Zeebrugge – Gent	

reestablishment cross-border rail bridge Freiburg (Breisgau)-Colmar – Rastatt-Haguenau cross-border connection
EP AM not acceptable – outside of the TEN-T

Milano - Verona - Trento - Bozen - Innsbruck - München, including the Brenner Corridor
EP AM not acceptable – not relevant to the corridor; located on Med/ScanMed corridors

Antwerpen - Duisburg
EP AM not acceptable – outside of the core network

15400/18 ADD 1 REV 1
ANNEX

18.

Core network corridor "Scandinavian – Mediterranean"			
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö Narvik/Oulu – Luleå – Umeå – Stockholm Oslo – Goteburg – Malmö – Trelleborg Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn København – Kolding/Lübeck – Hamburg – Hannover Bremerhaven – Bremen – Hannover – Nürnberg Rostock – Berlin – <i>Halle</i> /Leipzig – <i>Erfurt/Weimar</i> – München Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta Napoli – Gioia Tauro – Palermo/Augusta – Valletta		
Pre-identified sections	Cross-border	RU border – Helsinki	Rail
		København – Hamburg: Fehmarn belt fixed link access routes	
		München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
		<i>Trelleborg - Malmö - Göteborg - No border (cross-border, rail)</i> <i>Göteborg-Oslo</i>	
		<i>Helsingborg-Helsingør</i> <i>Copenhagen-Malmö</i>	
		København – Hamburg: Fehmarn belt fixed link	Rail/Road

Core network corridor "Scandinavian – Mediterranean"		
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro(Hallsberg)/ Linköping – Malmö Narvik/Oulu – Luleå – Umeå – Stockholm/ Örebro(Hallsberg) Oslo – Goteburg – Malmö – Trelleborg Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn København – Kolding/Lübeck – Hamburg – Hannover Bremerhaven – Bremen – Hannover – Nürnberg Rostock – Berlin – Leipzig – München Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta/ Marsaxlokk Cagliari – Napoli – Gioia Tauro – Palermo/Augusta – Valletta/ Marsaxlokk	
Cross-border links	RU border – Helsinki	Rail
	København – Hamburg: Fehmarn belt fixed link access routes	
	München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
	København – Hamburg: Fehmarn belt fixed link	Rail/Road

Halle/Leipzig – *Erfurt/Weimar*
EP AM not clear

Napoli – *Cagliari* /Gioia Tauro – Palermo/Augusta – Valletta – *Marsaxlokk*
EP AM acceptable – covered by pGA

Trelleborg - Malmö - Göteborg - No border (cross-border, rail)
EP AM not justified

Göteborg-Oslo
EP AM not justified

Helsingborg-Helsingør
EP AM not acceptable – outside of the core network

Copenhagen-Malmö
EP AM not justified

1	2. Pre-identified sections on the comprehensive network	2. Pre-identified sections on the comprehensive network	2. Indicative list of cross-border links [...] on the comprehensive network																																																																																																																																																																																																											
2	The cross-border sections of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:	<i>The related elements located on the comprehensive network referred to at Article 9(2)(a)(i) and</i> the cross-border <i>links</i> of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:	The cross-border sections of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:																																																																																																																																																																																																											
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22.	PART IV: IDENTIFICATION OF CROSS-BORDER PROJECTS IN THE FIELD OF RENEWABLE ENERGY	PART IV: IDENTIFICATION OF CROSS-BORDER PROJECTS IN THE FIELD OF RENEWABLE ENERGY	PART IV: Identification of Cross-border Projects in the field of renewable energy	
23.	1. Objective of cross-border projects in the field of renewable energy	1. Objective of cross-border projects in the field of renewable energy	1. Objective of cross-border projects in the field of renewable energy	
24.	Cross-border projects in the field of renewable energy shall promote the cross-border cooperation between Member States in the field of planning, development and cost-effective exploitation of renewable energy sources.	Cross-border projects in the field of renewable energy shall promote the cross-border cooperation between Member States in the field of planning, development and cost-effective exploitation of renewable energy sources <i>with the aim of contributing to the Union's long term decarbonisation targets.</i>	Cross-border projects in the field of renewable energy shall promote the cross-border cooperation between Member States in the field of planning, development and cost-effective exploitation of renewable energy sources as well as facilitate their integration through energy storage facilities.	
25.	2. General criteria	2. General criteria	2. General criteria	
26.	In order to qualify as a cross-border project in the field of renewable energy, a project shall meet all of the following general criteria:	In order to qualify as a cross-border project in the field of renewable energy, a project shall meet all of the following general criteria:	In order to qualify as a cross-border project in the field of renewable energy, a project shall meet all of the following general criteria:	
27.	(a) it shall be included in a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9 or 11 of Directive 2009/28/EC;	(a) it shall be included in a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9 or 11 of Directive 2009/28/EC;	(a) it shall be included in a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in [...] Directive [(EU) 2018/XXXX of the European Parliament and of the Council (Renewable Energy Directive)] ;	
28.	(b) it shall provide cost savings in the deployment of renewables and/or benefits for system integration, security of supply or innovation in comparison to a similar project implemented by one of the participating Member States alone;	(b) it shall provide cost savings in the deployment of renewables and/or benefits for system integration, security of supply or innovation in comparison to <i>an alternative cross-border energy project or a renewable energy project</i> implemented by one of the participating Member States alone;	(b) it shall provide cost savings in the deployment of renewables [...] or benefits for system integration, security of supply or innovation [...];	
29.	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]	
30.	3. Cost-benefit analysis	3. Cost-benefit analysis	3. Cost-benefit analysis	
31.	The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:	The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:	The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:	
32.	(a) costs of electricity generation;	(a) costs of electricity generation;	(a) costs of electricity generation;	
33.	(b) system integration costs;	(b) system integration costs;	(b) system integration costs;	
34.	(c) cost of support;	(c) cost of support;	(c) cost of support;	
35.	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	
36.	(e) security of supply;	(e) security of supply;	(e) security of supply;	
37.	(f) air and other local pollution;	(f) air and other local pollution <i>or effects on local nature and the environment</i> ;	(f) reduction of air and other local pollution;	
38.	(g) innovation.	(g) innovation.	(g) innovation.	

39.	4. Process	4. Process	4. Process	
40.	Promoters of a project, including Member States, potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9, or 11 of Directive 2009/28/EC and seeking to obtain the status of cross-border projects in the field of renewable energy, shall submit an application for selection as a cross-border projects in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.	Promoters of a project, including Member States, potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement <i>in the field of renewable energy</i> between Member States and/or between Member States and third countries as set out in Articles 9 <i>or 11</i> of <i>Directive (EU) 2018/...</i> <i>of the European Parliament and of the Council</i> ¹¹⁺ . and seeking to obtain the status of cross-border projects in the field of renewable energy, shall submit an application for selection as a cross-border projects in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.	Promoters of a project, including Member States, potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9, or 11 of Directive 2009/28/EC and seeking to obtain the status of cross-border projects in the field of renewable energy, shall submit an application for selection as a cross-border projects in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.	
41.	The Commission shall ensure that promoters are given the opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.	The Commission shall ensure that promoters are given the opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.	The Commission shall ensure that promoters are given the opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.	
42.	The Commission shall conduct appropriate consultations on the list of projects submitted to become cross-border projects in the field of renewable energy.	The Commission shall conduct appropriate consultations on the list of projects submitted to become cross-border projects in the field of renewable energy.	The Commission shall conduct appropriate consultations on the list of projects submitted to become cross-border projects in the field of renewable energy. The Member States will be part of the decision on the list of selected cross-border projects in the field of renewable energy and shall be given the following information for all submitted project proposals: - a confirmation of the compliance with the eligibility and selection criteria for all projects; - information on the cooperation mechanism that a project pertains to and information regarding to what extent a project has the support of one or several Member States; - description of the objective of the project, including the estimated capacity (in kW) and, where available, renewable energy production (in kWh per annum), as well as its total project costs and eligible costs referred, in euro; - information on the expected EU-added value in line with paragraph 2 (b) of this Annex and on the expected costs and benefits and the expected EU-added value in line with paragraph 2 (c) of this Annex.	
43.			The Commission shall adopt the final list of selected cross-border projects in the field of renewable energy by delegated act on the basis of a draft list proposed by Member States agreed on in the competent group, and shall publish on its website the list of selected cross-border projects in the field of renewable energy.	
44.	The Commission shall evaluate the applications against the criteria laid down in points 2 and 3.	The Commission shall evaluate the applications against the criteria laid down in points 2 and 3.	The Commission shall evaluate the applications against the criteria laid down in points 2 and 3.	

+ OJ: Please insert in the text the number of the Regulation contained in document PE-CONS 55/18 (2016/0375(COD)) and insert the number, date, title and OJ reference of that Directive in the footnote.

[1] OJ ...

+ OJ please insert title, number and OJ reference of COD 2016/0382 (renewable energy).

45.	The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim for a manageable total number. The Commission shall endeavour to ensure an appropriate geographical balance in the identification of cross-border projects in the field of renewable energy. Regional groupings may be used for the identification of projects.	The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim for a manageable total number. The Commission shall endeavour to ensure an appropriate geographical balance in the identification of cross-border projects in the field of renewable energy. Regional groupings may be used for the identification of projects.	The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim [...] to ensure an appropriate geographical balance in the identification of [...] such projects [...]. Regional groupings may be used for the identification of projects.	
46.	A project shall not be selected as a cross-border projects in the field of renewable energy, or have the status withdrawn, if its evaluation was based on incorrect information which was a determining factor in the evaluation, or if the project does not comply with Union law.	A project shall not be selected as a cross-border projects in the field of renewable energy, or have the status withdrawn, if its evaluation was based on incorrect information which was a determining factor in the evaluation, or if the project does not comply with Union law.	A project shall not be selected as a cross-border projects in the field of renewable energy, or have the status withdrawn, if its evaluation was based on incorrect information which was a determining factor in the evaluation, or if the project does not comply with Union law.	
47.	The Commission shall publish on its website the list of selected cross border projects in the field of renewable energy.	The Commission shall publish on its website the list of selected cross border projects in the field of renewable energy.	The Commission shall publish on its website the list of selected cross border projects in the field of renewable energy.	

48.	PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON INTEREST	PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON INTEREST	PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON INTEREST	
49.	1. Gigabit connectivity to socio-economic drivers	1. Gigabit <i>and 5G or other state-of-art mobile</i> connectivity to socio-economic drivers	1. Gigabit connectivity to socio-economic drivers	
50.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.	
51.	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to:	
52.	- Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients ¹ ; ----- ¹ See also COM(2018) 233 final - Commission Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.	- Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients ¹ ; ----- ¹ See also COM(2018) 233 final - Commission Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.	- Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients ¹ ; ----- ¹ See also COM(2018) 233 final - Commission Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.	
53.	- Gigabit Connectivity for education and research centres, in the context of the efforts to close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency ² . ----- ² See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	- Gigabit Connectivity for education and research centres, in the context of the efforts to <i>facilitate the use of inter alia high-speed computing, cloud applications and big data</i> , close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency ² . ----- ² See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	Gigabit Connectivity for education and research centres, in the context of the efforts to close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency ² . ----- ² See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	
54.		- <i>5G or very-high capacity wireless broadband connectivity for education and research centres, hospitals and medical centres in the context of the efforts to bring uninterrupted 5G wireless broadband coverage to all urban centres by 2025.</i>		
55.	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities	
56.	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:	
57.	- are implemented by a public sector body as referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;	- are implemented by a public sector body as referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;	- are implemented by a public sector body as referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;	
58.	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:	
59.	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and	

60.	- supports access to innovative digital services;	- supports <i>equal</i> access to innovative digital services;	- supports access to innovative digital services;	
61.	- use the common visual identity to be provided by the Commission and link to the associated online tools;	- use the common visual identity <i>available in multiple languages</i> to be provided by the Commission and link to the associated online tools;	- use the common visual identity to be provided by the Commission and link to the associated online tools;	
62.	- commit to procure the necessary equipment and/or related installation services in accordance with applicable law to ensure that projects do not unduly distort competition.	- commit to procure the necessary equipment and/or related installation services in accordance with applicable law to ensure that projects do not unduly distort competition.	- commit to procure the necessary equipment and/or related installation services in accordance with applicable law to ensure that projects do not unduly distort competition.	
63.	Financial assistance shall be available to public sector bodies as defined in point (1) of Article 3 of Directive (EU) 2016/2102 of the European Parliament and of the Council ³ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points. ----- ³ Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).	Financial assistance shall be available to public sector bodies as defined in point (1) of Article 3 of Directive (EU) 2016/2102 of the European Parliament and of the Council ³ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points. ----- ³ Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).	Financial assistance shall be available to public sector bodies as defined in point (1) of Article 3 of Directive (EU) 2016/2102 of the European Parliament and of the Council ³ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points. ----- ³ Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).	
64.	Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.	Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.	Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.	
65.	The available budget shall be allocated in a geographically balanced manner across Member States.	The available budget shall be allocated in a geographically balanced manner across Member States.	The available budget shall be allocated in a geographically balanced manner across Member States.	
66.	Wherever relevant, coordination and coherence will be ensured with CEF actions supporting access of socio-economic drivers to very high capacity networks capable of providing Gigabit connectivity.	[...]	Wherever relevant, coordination and coherence will be ensured with CEF actions supporting access of socio-economic drivers to very high capacity networks capable of providing Gigabit connectivity.	
67.	3. Indicative list of 5G corridors eligible for funding	3. Indicative list of 5G corridors <i>and cross-border connections</i> eligible for funding	3. Indicative list of 5G corridors eligible for funding	
68.	In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025 ⁴ , actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM ⁵ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors ⁶ . ----- ⁴ Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587 ⁵ Connected and Automated Mobility ⁶ Sections in italics are located outside of the TEN-T core network corridors but included in the 5G corridors	In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025 ⁴ , actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM ⁵ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors ⁶ . ----- ⁴ Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587 ⁵ Connected and Automated Mobility ⁶ Sections in italics are located outside of the TEN-T core network corridors but included in the 5G corridors	In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025 ⁴ , actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM ⁵ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors[...]. ----- ⁴ Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587 ⁵ Connected and Automated Mobility	

69.			Core network corridor "Atlantic"			
			Cross-border sections for CAM experimentation	Porto-Vigo and Merida-Evora		
				<i>Azores/Madeira Islands - Lisbon - Paris - Amsterdam - Frankfurt Aveiro - Salamanca</i>		
			More extensive section for larger scale deployment of CAM	Metz – Paris - Bordeaux – Bilbao – Vigo – Porto – Lisbon -Bilbao – Madrid – Lisbon		
70.			Core network corridor "Atlantic"			
			Cross-border sections for CAM experimentation	Porto-Vigo and Merida-Evora		
			More extensive section for larger scale deployment of CAM	Metz – Paris - Bordeaux – Bilbao – Vigo – Porto – Lisbon -Bilbao – Madrid – Lisbon		
71.			Core network corridor "Baltic – Adriatic"			
			Cross-border sections for CAM experimentation	-		
			More extensive section for larger scale deployment of CAM	Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana – Trieste		
72.			Core network corridor "Baltic – Adriatic"			
			Cross-border sections for CAM experimentation	-		
			More extensive section for larger scale deployment of CAM	Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana – Trieste		
73.			Core network corridor "Mediterranean"			
			Cross-border sections for CAM experimentation	-		
			More extensive section for larger scale deployment of CAM	Budapest – Zagreb – Ljubljana / Rijeka / <i>Split</i>		
74.			Core network corridor "Mediterranean"			
			Cross-border sections for CAM experimentation	<i>Submarine cable networks Lisbon – Marseille – Milan</i>		
			More extensive section for larger scale deployment of CAM	Budapest – Zagreb – Ljubljana / Rijeka / <i>Split</i>		
75.			Core network corridor "Mediterranean"			
			Cross-border sections for CAM experimentation	-		
			More extensive section for larger scale deployment of CAM	Budapest – Zagreb – Ljubljana / Rijeka / <i>Split</i>		
76.			Core network corridor "North Sea – Baltic"			
			Cross-border sections for CAM experimentation	Baltic corridor (to be defined)		
			More extensive section for larger scale deployment of CAM	Tallinn – Kaunas		
77.			Core network corridor "North Sea – Baltic"			
			Cross-border sections for CAM experimentation	Baltic corridor (to be defined)		
			More extensive section for larger scale deployment of CAM	Tallinn – Kaunas		
78.			Core network corridor "North Sea – Mediterranean"			
			Cross-border sections for CAM experimentation	Metz-Merzig-Luxembourg Rotterdam- <i>Antwerp-Eindhoven</i>		
			More extensive section for larger scale deployment of CAM	Amsterdam - Rotterdam – Breda – Lille – Paris Brussels – Metz – Basel Mulhouse – Lyon – Marseille		
79.			Core network corridor "North Sea – Mediterranean"			
			Cross-border sections for CAM experimentation	Metz-Merzig-Luxembourg Rotterdam- <i>Antwerp-Eindhoven</i>		
			More extensive section for larger scale deployment of CAM	Amsterdam - Rotterdam – Breda – Lille – Paris Brussels – Metz – Basel Mulhouse – Lyon – Marseille		
80.			Core network corridor "North Sea – Mediterranean"			
			Cross-border sections for CAM experimentation	Metz-Merzig-Luxembourg Rotterdam- <i>Antwerp-Eindhoven</i>		
			More extensive section for larger scale deployment of CAM	Amsterdam - Rotterdam – Breda – Lille – Paris Brussels – Metz – Basel Mulhouse – Lyon – Marseille		

74.	Core network corridor "Orient/East-Med"		Core network corridor "Orient/East-Med"		Core network corridor "Orient/East-Med"		
	Cross-border sections for CAM experimentation	Sofia-Thessaloniki-Belgrade	Cross-border sections for CAM experimentation	Sofia-Thessaloniki-Belgrade	Cross-border sections for CAM experimentation	Sofia-Thessaloniki-Belgrade	
	More extensive section for larger scale deployment of CAM	Berlin – Prague – Brno – Bratislava Timisoara – Sofia – TR border -Sofia – Thessaloniki – Athens	More extensive section for larger scale deployment of CAM	Berlin – Prague – Brno – Bratislava Timisoara – Sofia – TR border -Sofia – Thessaloniki – Athens	More extensive section for larger scale deployment of CAM	Berlin – Prague – Brno – Bratislava – Košice Timisoara – Sofia – TR border -Sofia – Thessaloniki – Athens	
75.	Core network corridor " Rhine – Alpine"		Core network corridor " Rhine – Alpine"		Core network corridor " Rhine – Alpine"		
	Cross-border sections for CAM experimentation	Bologna-Innsbrück-München (Brenner corridor)	Cross-border sections for CAM experimentation	Bologna-Innsbrück-München (Brenner corridor)	Cross-border sections for CAM experimentation	Bologna-Innsbrück-München (Brenner corridor)	
	More extensive section for larger scale deployment of CAM	Rotterdam – Oberhausen – Frankfurt (M) Basel – Milan – Genova	More extensive section for larger scale deployment of CAM	Rotterdam – Oberhausen – Frankfurt (M) Basel – Milan – Genova	More extensive section for larger scale deployment of CAM	Rotterdam – Oberhausen – Frankfurt (M) Basel – Milan – Genova	
76.	Core network corridor "Rhine – Danube"		Core network corridor "Rhine – Danube"		Core network corridor "Rhine – Danube"		
	Cross-border sections for CAM experimentation	-	Cross-border sections for CAM experimentation	<i>Munchen - Salzburg</i>	Cross-border sections for CAM experimentation	-	
	More extensive section for larger scale deployment of CAM	Frankfurt (M) – Passau – Vienna – Budapest – Bucharest – Constanta Karlsruhe – München – Salzburg – Wels Frankfurt (M) – Strasbourg	More extensive section for larger scale deployment of CAM	Frankfurt (M) – Passau – Vienna – Budapest – Bucharest – Constanta Karlsruhe – München – Salzburg – Wels Frankfurt (M) – Strasbourg	More extensive section for larger scale deployment of CAM	Frankfurt (M) – Passau – [...] Wien – Bratislava – Budapest – Osijek - Vukovar - Bucharest – Constanta Karlsruhe – München – Salzburg – Wels Frankfurt (M) – Strasbourg	
77.	Core network corridor "Scandinavian – Mediterranean"		Core network corridor "Scandinavian – Mediterranean"		Core network corridor "Scandinavian – Mediterranean"		
	Cross-border sections for CAM experimentation	Oulu-Tromsø <i>Oslo- Stockholm</i> -Helsinki	Cross-border sections for CAM experimentation	Oulu-Tromsø <i>Oslo- Stockholm</i> -Helsinki	Cross-border sections for CAM experimentation	Oulu-Tromsø <i>Oslo- Stockholm</i> -Helsinki	
	More extensive section for larger scale deployment of CAM	Turku – Helsinki –Russian border Stockholm / Oslo – Malmo Malmo – Copenhagen – Hamburg – Würzburg Nürnberg – München – Verona Rosenheim – Bologna – Napoli – Catania – Palermo Napoli – Bari – Taranto	More extensive section for larger scale deployment of CAM	Turku – Helsinki –Russian border Stockholm / Oslo – Malmo Malmo – Copenhagen – Hamburg – Würzburg Nürnberg – München – Verona Rosenheim – Bologna – Napoli – Catania – Palermo Napoli – Bari – Taranto	More extensive section for larger scale deployment of CAM	Turku – Helsinki –Russian border Stockholm / Oslo – Malmo Malmo – Copenhagen – Hamburg – Würzburg Nürnberg – München – Verona Rosenheim – Bologna – Napoli – Catania – Palermo Napoli – Bari – Taranto	
					Via Carpathia		
					Klaipėda – Kaunas - Elk – Białystok – Lublin – Rzeszów - Barwinek		