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15400/18 ADD 1 REV 1

LIMITE

TRANS 635 FIN 987 CADREFIN 410 POLGEN 249 REGIO 146 ENER 435 TELECOM 468 COMPET 863 MI 976 **ECO 115 CODEC 2285** IA 416

WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	ST 15146/18
No. Cion doc.:	ST 9951/18 + ADD 3
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.

15400/18 ADD 1 REV 1 ML/el 1 **LIMITE** EN TREE.2.A

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)

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 view to minimising administrative burdens and costs. To that end, data will be collected as regards the following set of key indicators: Part 1 - INDICATORS				ON PROPOSAL 3) 438 FINAL			MENDMENTS T A8-0409/2018		PA	COUN ARTIAL GENER ST 151	RAL APPROACH	COMPROMISES AND SUGGESTIONS
Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility Number of CEF supported actions contributing to the digitalisation of transport Efficient and interconnected interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility Number of CEF supported actions contributing to the digitalisation of transport Efficient and interconnected infastructure for smart, sustainable, multimodal, inclusive, safe	2.	The base of viscos the control of th	The Programme will be asis of a set of indicato extent to which the general fithe Programme have liew to minimising admosts. To that end, data we following set of key dectors Specific	monitored closely on the rs intended to measure the ral and specific objectives been achieved and with a inistrative burdens and will be collected as regards indicators:	The Program indicators int specific object view to minimulate will be considered.	me will be monitored to measure entires of the Programising administrated lected as regard Specific	the extent to which the generarmme have been achieved an tive burdens and costs. To that is the following set of key indicates:	al and d with a t end,	The Programs set of indicate general and space achieved and burdens and coregards the fo	me will be monitors intended to mo pecific objectives with a view to me costs. To that end llowing set of ke Specific	easure the extent to which the of the Programme have been inimising administrative and data will be collected as y indicators:	
		Ti	Efficient and interconnect networks and infrastructur for smart, sustainable, inclusive, sa and secure	border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and railroad terminals of the TEN-T core network) Number of CEF supported actions contributing to the digitalisation of	Transport:	Efficient and interconnected networks and infrastructure for smart, interoperable, sustainable, multimodal, inclusive, safe and secure	and missing links addressed with the support of CEF (including actions relating to urban nodes, regional cross-border rail connections, maritime ports, inland ports, airports, and rail-road terminals of the TEN-T core and comprehensive network) Number of CEF supported actions contributing to the digitalisation of transport (ERTMS, SESAR) Number of alternative fuel supply points built or upgraded with the support of CEF Number of CEF supported		Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure	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, in particular through the deployment of ERTMS, RIS, ITS, VTMIS/e-Maritime	

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 infrastructure mobility components adapted to meet military mobility requirements	Adaptation to dual mobility (civil and defence) requirements Number of CEF actions contributing to transport accessibility for persons with disabilities Number of CEF supported actions contributing to reduce rain freight noise Number of transport infrastructure components adapted to meet dual	fuel supply points built or upgraded with the support of CEF Number of CEF supported actions contributing to the safety of transport Development Number of transport	
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			Energy	Contribution to	Number of CEF	Energy	Contribution to	Number of CEF
Energy	Contribution to	Number of CEF		interconnectivity	actions contributing to		interconnectivity	actions contributing
23	interconnectivity	actions contributing		and integration of	projects		and integration of	to projects
	and integration of	to projects		markets	interconnecting MS		markets	interconnecting MS
	markets	interconnecting MS			networks and removing			networks and
		networks and			internal constraints			removing internal
		removing internal		Security of energy	Number of CEF			constraints
		constraints		supply	actions contributing to		Security of energy	Number of CEF
	Security of energy	Number of CEF			projects ensuring		supply	actions contributing
	supply	actions contributing			resilient gas network			to projects ensuring
		to projects ensuring			Number of CEF			resilient gas network
		resilient gas network			actions contributing to			Number of CEF
		Number of CEF			the smartening and			actions contributing
		actions contributing			digitalisation of grids			to the smartening and
		to the smartening and			and increasing energy			digitalisation of grids
		digitalisation of grids			storage capacity			and increasing energy
		and increasing energy		Sustainable	Number of CEF			storage capacity
		storage capacity		development	actions contributing to		Sustainable	Number of CEF
	Sustainable	Number of CEF		through enabling	projects enabling		development	actions contributing
	development	actions contributing		decarbonisation	increased penetration		through enabling	to projects enabling
	through enabling	to projects enabling			of renewable energy in		decarbonisation	increased penetration
	decarbonisation	increased penetration			the energy systems			of renewable energy
		of renewable energy			Number of CEF			in the energy systems
		in the energy systems			actions contributing to cross-border			Number of CEF
		Number of CEF			l l			actions contributing
		actions contributing			cooperation in the area			to cross-border
		to cross-border	L		of renewables			cooperation in the
		cooperation in the						area of renewables
		area of renewables	1					

4. Digita	al Contribution to	New connections to									
	the deployment of	very high capacity									
	digital	networks for socio-	Digital	Contribution to the	New connections to	Digital	Contribution to the	New connections to			
	connectivity	economic drivers and		deployment of	very high capacity		deployment of	very high capacity			
	infrastructure	very high quality		digital connectivity	networks for socio-		digital connectivity	networks for socio-			
	throughout the	wireless connections		infrastructure	economic drivers and		infrastructure	economic drivers and			
	European Union	for local communities		throughout the	very high quality		throughout the	very high quality			
		Number of CEF		European Union	wireless connections for		European Union	connections for local			
		actions enabling 5G			local communities			communities			
		connectivity along			Number of CEF actions			Number of CEF			
		transport paths			enabling 5G			actions enabling 5G			
		Number of CEF			connectivity along			connectivity along			
		actions enabling new			transport paths			transport paths			
		connections to very			Number of CEF actions			Number of CEF			
		high capacity			enabling new			actions enabling new			
		networks for			connections to very			connections to very			
		households			high capacity networks			high capacity networks]		
		Number of CEF			for households			Number of CEF			
		actions contributing to			Number of CEF actions			actions contributing to			
		the digitalisation of			contributing to the			the digitalisation of			
		energy and transport			digitalisation of energy			energy and transport			
		sectors			and transport sectors			sectors			

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

AND PRE-IDENTIFIED SECTION	NS; PRE-IDENTIFIED	CORE NETW SECTIONS; I COMPREHE -1a. Horizon SESAR	PRE-IDENTIFIED SECTIONS ON THE ENSIVE NETWORK Intal priorities	CORR LINKS	IDORS S ON T		
		devices		1 (7		
Core network corridors and pre	e-identified sections	1. Core ne	etwork corridors and pre-identified sections				
		Core networ	rk corridor "Atlantic"				
Alignment Gijón – León – Valla A Coruña – Vigo – G Zaragoza – Pamplon Tenerife/Gran Canar Barrameda – Sevilla Algeciras – Bobadill	adolid Orense – León– na/Logroño – Bilbao ria – Huelva/Sanlúcar de n – Córdoba la – Madrid	Alignment				A Coruña – Vigo – Orense – León– Zaragoza – Pamplona/Logroño – Bilbao Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid Sines/Lisboa – Madrid – Valladolid Lisboa – Aveiro – Leixões/Porto – Douro river Shannon Foynes/Dublin/Cork – Le Havre – Rouen – Paris Aveiro – Valladolid – Vitoria- Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg Saint Nazaire – Nantes – Tours	Bordeaux – Toulouse EP AM not justified Madeira Island/Sines – Ermidas/Lisboa – Madrid – Valladolid Lisboa – Aveiro – Leixões/Porto – Douro river/Vigo Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – La Rochelle – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg EP AMs not acceptable – outside of the core network Shannon Foynes – Dublin – Rosslare – Waterford – Cork – Brest – Roscoff – Cherbourg – Caen – Le
Sines/Lisboa – Madi Lisboa – Aveiro – L Aveiro – Valladolid Bilbao/Bordeaux – 7 – Mannheim/Strasbo Saint Nazaire – Nan Pre- identified sections Cross- border Vitoria- San Set Bayonn Aveiro	rid – Valladolid eixões/Porto – Douro river – Vitoria-Gasteiz – Bergara – Fours – Paris – Le Havre/Metz ourg tes – Tours – Merida Rail – Gasteiz – castián – ne – Bordeaux – Salamanca river (Via Inland	Pre- identified sections	- Nantes - Tours - Dijon Crossborder Evora - Merida Vitoria-Gasteiz - San Sebastián - Bayonne - Bordeaux Aveiro - Salamanca Douro river (Via Navegável do Douro) Missing link Paris (link Orly-Versailles and Rail Rail Rail Inland Waterways Multimodal	borde	er	Evora – Merida Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca Douro river (Via Navegável do Douro) Non-UIC gauge interoperable lines	Havre – Rouen – Paris EP AM partly acceptable – only as regard core ports Dublin/Cork – Brest – Roscoff – Saint Nazaire – Nantes – Tours – Dijon EP AM not acceptable as regard comprehensive ports (Brest and Roscoff); EP AM not justified as regards core ports and sections Paris (link Orly-Versailles and Orly-Ch. De Gaulle airport) EP AM not acceptable – too detailed, urban nodes are a horizontal priority
	AND PRE-IDENTIFIED SECTIONS ON THE COMPREHI 1. Core network corridor "Atlantic" Alignment Gijón – León – Vall A Coruña – Vigo – G Zaragoza – Pamplor Tenerife/Gran Cana: Barrameda – Sevilla Algeciras – Bobadil Sines/Lisboa – Mad Lisboa – Aveiro – L Aveiro – Valladolid Bilbao/Bordeaux – T – Mannheim/Strasbo Saint Nazaire – Nan Pre- identified sections Pre- identified sections Cross- border Vitoria: San Sel Bayonn Aveiro Douro in Navegá	A Coruña – Vigo – Orense – León– Zaragoza – Pamplona/Logroño – Bilbao Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid Sines/Lisboa – Madrid – Valladolid Lisboa – Aveiro – Leixões/Porto – Douro river Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg Saint Nazaire – Nantes – Tours Pre- identified sections Pre- identified Sorder Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca	Core network corridor "Atlantic" 1. Core network corridors and pre-identified sections 1. Core network corridor "Atlantic" Alignment Gijón – León – Valladolid A Coruña – Vigo – Orense – León – Zaragoza – Pamplona/Logroño – Bilbao Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevila – Córdoba Algeciras – Bobadilla – Madrid Sines/Lisboa – Aveiro – Leixões/Porto – Douro river Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg Saint Nazaire – Nantes – Tours Pre- identified sections Pre- identified sections Pre- identified sorder Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca Douro river (Via Inland Navegável do waterways	PART III: TRANSPORT CORE NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK I. Core network corridors and pre-identified sections 1. Core network corridors and pre-identified sections 1. Core network corridors and pre-identified sections 1. Core network corridor "Atlantic" Alignment Gijón — León — Valladolid A Coruña — Vigo — Orense — León— Zaragoza — Pamplona/Logróño — Bilbao Bordeaux — Tours — Brais — Le Havre Metz — Mannheim/Strasbourg — Sant Nazaire — Nantes — Tours — Dijón — Paris — Le Havre Metz — Baramada — Sevalia — Cordoba A Igeciras — Bobadilla — Madrid — Valladolid — Vitoria-Gasteiz — Bergara — Bilbao/Bordeaux — Tour — Paris — Let Havre Metz — Nantes — Tour — Dijón — Pre-identified sections Pre-identified sections Core network corridor "Atlantic" Alignment Gijón — León — Valladolid — Vitoria-Gasteiz — Bergara — Bilbao/Bordeaux — Tour — Paris — Let Havre Metz — Nantes — Tour — Bilbao/Bordeaux	PART III: TRANSPORT CORE NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS; PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK - I. Core network corridors and pre-identified sections 1. Core network corridors and pre-identified sections 1. Core network corridors and pre-identified sections 1. Core network corridor "Atlantic" Alignment Gijón – León – Valladolid A Coruña – Vigor – Pamplonal Jogrón – Bilbao Bordeaux – Toulouse Tenerii/Gran Chamia – Huclya/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid Madeira Island/Sines – Emidas/I isboa – Aveiro – Leixões/Porto – Douro river (Via Bilbao Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg Shannon Foynes – Dublin – Rosslare – Waterford – Coré – Brest – Roscoff – Cherbourg – Caen – Le Havre – Roscoff – Cherbourg – Caen – Le Havre – Roscoff – Cherbourg – Caen – Le Havre – Roscoff – Cherbourg – Caen – Le Havre – Roscoff – Cherbourg – Caen – Le Havre – Roscoff – Cherbourg – Caen – Le Havre – Roscoff – Salamanca – Nantes – Tours – Paris – Le Havre Metz – Nantes – Tours – Paris – Le Havre Metz – Nantes – Tours – Paris – Le Havre Metz – San Sebastian – Bayonne – Bordeaux – San Sebastian – Bayonne – Bordeaux – San Sebastian – Bayonne – Bordeaux – Mavegável do border sections Pre- identified sections Core network corridor "Atlantic" Alignment Gijón – León – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre Metz – Nantes – Tours – Paris – Le Havre Metz – Nantes – Tours – Paris – Le Havre Metz – San Sebastian – Bayonne – Bordeaux – San Sebastian – Bayonne – Bordeaux – Marchal – Vitoria-Gasteiz – San Sebastian – Bayonne – Bordeaux – Marchal – Vitoria-Gasteiz – San Sebastian – Bayonne – Bordeaux – Marchal – Vitoria-Gasteiz – San Sebastian – Bayonne – Bordeaux – Vitoria-Gasteiz – San Sebastian – Bayonne – Bordeaux – Vitoria-Gasteiz – San Sebastian – Bayonne – Bordeaux – Vitoria-Gasteiz – San Sebastian – Sevilla – Cordeaux – Vitoria-Gasteiz – San Sebastian – Sevilla – Cordeaux – Vitoria-Gasteiz – San Se	PART III: TRANSPORT CORE NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK COMPREHENSIVE NETWORK 1. Core network corridors and pre-identified sections 1. Core network corridor "Atlantic" Alignment Gijon - León - Valladolid A Coruña - Vigo - Orense - León - Zaragoza - Pamplonar Jogrofo - Bilbao Bardeuux - Toulause Core network corridor "Atlantic" Alignment Gijon - León - Valladolid A Coruña - Vigo - Orense - León - Zaragoza - Pamplonar Jogrofo - Bilbao Bardeuux - Toulause Transition - Savila - Corlos - Valladolid Lisboa - Aveiro - Leinsche Porto - Douro river Figo Aveiro - Valladolid Vitoria-Gasteiz - Bergara - Bilbao/Bordeaux - Toulause Barameda - Savila - Corlos - Valladolid Lisboa - Aveiro - Leinsche Porto - Douro river Figo Aveiro - Valladolid Vitoria-Gasteiz - Bergara - Bilbao/Bordeaux - Tours - Paris - Le Havre/Metz - Mannheim/Stabourg Shamon Figores - Dublin - Rosstare - Waterford - Cork - Brest - Roscoff - Cherbourg - Care - Leinver - Roscoff	PART III: TRANSPORT CORN NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS ON THE SECTIONS, PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK J. Core network corridors and pre-identified sections 1. Core network corridor and pre-identified sections 1. Core network corridor and pre-identified sections 1. Core network corridors and pre-identified sections 1. Core network corridor and pre-identified se

11.				1				1			
				Core networ	rk corridor	"Baltic – Adriatic"					
Core netw Alignment Pre- identified sections	t Gdynia – Gdańsk – Katowice Szczecin/ Ostrava Katowice Wien – G Udine – V Ravenna	"Baltic – Adriatic" Gdańsk – Katowice/Sław Warszawa – Katowice – Ostrava – Brno – Wier Świnoujście – Poznań – V – Žilina – Bratislava – W raz– Villach – Udine – T Zenezia – Padova – Bolog – Ancona aribor – Ljubljana – Kope Katowice – Ostrava Katowice – Žilina Opole – Ostrava	Mrocław – Vien rieste gna –	Alignment Pre- identified sections	Gdynia – Gdańsk – Katowice Szczecin/S Wrocław - Katowice Wien – Gr Udine – V Ravenna –	Gdańsk – Katowice/Sła Warszawa – Katowice – Ostrava – Brno – Wi Świnoujście – Poznań – – Ostrava – Žilina – Bratislava – raz– Villach – Udine – Jenezia – Padova – Bol – Ancona– <i>Foggia</i> aribor –Ljubljana –	en - Wien Trieste	Alignment Cross-border	Gdynia – Gdańsk – Katowic Gdańsk – Warszawa – Kato Katowice – Ostrava – Brno Szczecin/Świnoujście – Poz – Ostrava Katowice – Bielsko-Biała – Bratislava – Wien Wien – Graz– Villach – Ud Udine – Venezia – Padova – Ravenna – Ancona Graz – Maribor – Ljubljana Katowice – Ostrava	ce/Sławków owice/ Kraków – Wien znań – Wrocław - Žilina – ine – Trieste – Bologna –	
sections	Missing	Bratislava – Wien Graz – Maribor Trieste – Divaca Katowice – Žilina Brno – Wien Gloggnitz –	Road		Missing	Bratislava – Wien Graz – Maribor Trieste – Divaca Katowice – Žilina Brno – Wien Gloggnitz –	Road	links	Katowice – Žilina [] Bratislava – Wien Graz – Maribor Venezia – Trieste – Divaca – Ljubljana Katowice – Žilina Brno – Wien	Road	
	link	Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača			link	Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača		Missing link	Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača	Rail	Udine – Venezia – Padova – Bologna – Ravenna – Ancona– <i>Foggia</i> EP AM not acceptable – outside of the core network

Alignment	Algeciras	– Bobadilla –Madri	d –						
8	_	Tarragona							
		Bobadilla – Murcia							
	Cartagena	a – Murcia – Valenci	ia –						
		a/Palma de Mallorca							
	Tarragona – Barcelona – Perpignan –								
	_	- Genova/Lyon - T	-						
		Milano – Bologna/\							
	Padova –	Venezia –							
	Ravenna/	Trieste/Koper – Ljul	oljana –						
	Budapest								
	Ljubljana/Rijeka – Zagreb – Budape UA border								
Pre-	Cross-	Lyon – Torino:	Rail						
identified	border	base tunnel and							
sections		access routes							
		Nice –							
		Ventimiglia							
		Trieste – Divača							
		Ljubljana –							
		Zagreb							
		Zagreb –							
		Budapest							
		Budapest –							
		Miskolc – UA							
		border							
		Lendava –	Road						
		Letenye	1000						
		Vásárosnamény							
		– UA border							
	Missing	Perpignan –	Rail						
	link	Montpellier							
		Koper – Divača							
		Rijeka – Zagreb							
		Milano –	Inland						
		Cremona –	Waterways						
		Mantova – Porto							
		Levante/Venezia							
		Ravenna/Trieste							

Alignment	Algeciras	– Bobadilla –Madrid	– Zaragoza						
-	- Tarragona								
	Zaragoza – Teruel – Valencia/Sagunto								
	Sagunto – Valencia – Madrid								
	Sevilla – Bobadilla – Murcia								
	Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona								
	_								
		a – Barcelona – Perpi	_						
		– Genova/Lyon – La Novara – Milano –	ъре≀iи –						
		Verona – Padova – V	enezia –						
	_	Trieste/Koper – Ljub							
	Budapest		-,						
		– Narbonne							
	Ljubljana	/Rijeka – Zagreb – B	udapest –						
	UA borde	er							
Pre-	Cross-	Lyon – Torino:	Rail						
identified	border	base tunnel and							
sections		access routes							
		Barcelona –							
		Perpignan							
		Nice –							
		Ventimiglia Trieste – Divača							
		THESIE – DIVACA							
		Ljubljana –							
		Zagreb							
		Zagreb –							
		Budapest							
		Budapest –							
		Miskolc – UA							
		border	D .						
		Lendava –	Road						
		Letenye							
		Vásárosnamény –							
	Missins	UA border	Rail						
	Missing link	Perpignan – Montpellier	Kall						
	IIIIK	Madrid –							
		Zaragoza –							
		Barcelona							
		Koper – Divača							
		Rijeka – Zagreb							
		Milano –	Inland						
		Cremona –	Waterways						
		Mantova –							
		Ferrara – Porto							
		Levante/Venezia							
		-Trieste/ Ravenna							
		- Porto Garibaldi	İ						

Alignment	Algeciras – Bobadilla –Madri	d – Zaragoza
	Tarragona	
	Sevilla – Bobadilla – Murcia	
	Cartagena – Murcia – Valenc	ia –
	Tarragona/Palma de Mallorca	– Barcelona
	Tarragona – Barcelona – Perp	ignan –
	Marseille – Genova/Lyon – L	a
	Spezia/Torino – Novara – Mi	lano –
	Bologna/Verona – Padova – V	Venezia –
	Ravenna/Trieste/Koper – Ljul	bljana –
	Budapest	
	Ljubljana/Rijeka – Zagreb – I	Budapest – UA
	border	•
Cross-	Barcelona – Perpignan	Rail
border links		
	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	
Missing link	Almería – Murcia	Rail
	Non-UIC gauge	
	interoperable lines on the	
	Iberian Peninsula	
	Perpignan – Montpellier	
	Koper – Divača	
	Rijeka – Zagreb	
	Milano – Cremona –	Inland
	Mantova – Porto	Waterways
	Levante/Venezia –	

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

~			
Core networ	k corrido	or "North Sea – Baltic"	
Alignment	Luleå – H	Helsinki – Tallinn – Riga	
_	Ventspils	s – Riga	
	Riga – K		
		– Kaunas – Vilnius	
		- Warszawa	
		er – Warszawa – Łódź –	
		t/Oder – Berlin – Hambu	rg – Kiel
		Latowice/Wrocław	
		e – Wrocław – Falkenber	g –
	Magdebu	ب	Mandal
		/Świnoujście – Berlin – N	viaguedurg –
		nweig – Hannover r – Bremen –	
		aven/Wilhelmshaven	
		r – Osnabrück – Hengelo	_ Δlmelo_
		– Utrecht	7 timeto
		- Amsterdam	
		- Rotterdam – Antwerpen	1
		r – Köln – Antwerpen	
Pre-	Cross-	Tallinn – Rīga –	Rail
identified	border	Kaunas – Warszawa:	
sections		Rail Baltic new UIC	
		gauge fully	
		interoperable line	
		Świnoujście/Szczecin	Rail/Inland
		– Berlin	Waterways
		Via Baltica Corridor	Road
		EE-LV-LT-PL	
	Missing	Kaunas – Vilnius	Rail
	link	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	I

Alignment	Luleå – Hels	sinki – Tallinn – Riga			
	Ventspils –				
	Riga – Kaunas				
	Klaipeda – Kaunas – Vilnius				
	Kaunas – W				
	BY border -	- Warszawa – Łódź/Pozna	ań –		
	Frankfurt/O	der – Berlin – Hamburg –	- Kiel Łódź –		
	Katowice/W				
	UA/PL bord	<i>ler – Rzeszów</i> – Katowice	e – Wrocław		
	- Falkenberg	g – Magdeburg			
		vinoujście – Berlin – Mag	deburg –		
	Braunschwe	ig – Hannover			
	Hannover –	Bremen –			
	Bremerhave	n/Wilhelmshaven			
	Hannover –	Osnabrück – / Kleve – N	ijmegen / –		
	Hengelo – A	Almelo – Deventer – Utre	cht Utrecht –		
	Amsterdam				
		otterdam – Antwerpen			
		Köln – Antwerpen			
Pre-	Cross-	Tallinn – Rīga –	Rail		
identified	border	Kaunas/Vilnius –			
sections		Warszawa: Rail Baltic			
		new UIC gauge fully			
		interoperable line			
		Antwerpen –	Rail		
		Duisburg			
		Świnoujście/Szczecin/	Rail/Inland		
		Karniner Bridge –	Waterways		
		Berlin			
		Via Baltica Corridor	Road		
		EE-LV-LT-PL	Koau		
	Missing	[]	Rail		
	link	[]	Tun		
		Warszawa/Idzikowice			
		– Poznań/Wrocław,			
		incl. connections to			
		the planned Central			
		Transport Hub			
		Kiel Kanal	Inland		
		Berlin – Magdeburg –	waterways		
		Hannover;			
		Mittellandkanal;			
		western German			
		canals			
	I	Rhine, Waal			
		Killio, waai			
		Noordzeekanaal,			
	Unan Pro	Noordzeekanaal, IJssel, Twentekanaal	Doil		
	Upgrading	Noordzeekanaal, IJssel, Twentekanaal Ruhrgebiet –	Rail		
	Upgrading (double- track)	Noordzeekanaal, IJssel, Twentekanaal	Rail		

Core netwo	rk 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 UA border – Rzeszów – 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		
Cross-	Hannover – Köln – Antwerpen Tallinn – Rīga – Kaunas –	Rail	
border	Warszawa: Rail Baltic new UIC		
links	gauge fully interoperable line 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	
	IXICI IXAIIAI	waterways	
	Berlin – Magdeburg –	, water ways	
	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

EP AM not acceptable – outside of the cornetwork

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

Core netwo	rk corrido	r "North Sea – Medite	erranean''
Alignment	Glasgow/ – Birming Birmingh Felixstow London – Amsterda Brussel/B Luxembo Lyon – M Luxembo Antwerpe	am – ye/London/Southampto Lille – Brussel/Bruxel m – Rotterdam – Antw Bruxelles – Luxembourg urg – Metz – Dijon – M Jarseille urg – Metz – Strasbour n/Zeebrugge – Gent –	/Manchester n les /erp – g //acon – rg – Basel
Pre- identified sections	Cross- border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
Sections		Seine – Escaut Network and the related Seine, Escaut and Meuse river basins Rhine-Scheldt corridor	Inland waterways
	Missing link	Albertkanaal/Canal Bocholt-Herentals Dunkerque – Lille	Inland waterways

Alignment	[]		
g		<i>ligo – Galway –</i> Shann	on
	Foynes/C		
	[]		
		a Cliath/Dublin/Corca	igh/Cork –
	Zeebrugg	e/Antwerpen/Rotterda	m
	Dublin –	Cork – Calais – Dunke	erque –
		e – Anvers – Rotterdan	
		<i>Border– Lille</i> – Brussel	
		Lille – cross-border ra	
	1	-Quiévrain-Valencieni	nes –
	Brussel/B		
		m – Rotterdam – Antw	
	1	ruxelles – Luxembourg	*
	Luxembourg – Metz – Dijon – Macon – Lyon – Marseille		
	1.1015011	urg – Metz – Strasbour	o Racal
	1	n/Zeebrugge – Gent –	g – Basei
		e/Lille – Paris	
Pre-	Cross-	Brussel/Bruxelles –	Rail
identified	border	Luxembourg –	
sections		Strasbourg	
		Terneuzen – Gent	Inland
			waterways
		Seine – Escaut	
		Network and the	
		related Seine,	
		Escaut and Meuse	
		river basins Rhine-Scheldt	-
		corridor	
	Missing	Albertkanaal/Canal	Inland
	link	Bocholt-Herentals	waterways
	111111	Doction-Hereinars	waterways

Alignment	Belfast – Dublin – Shannon Foyn Shannon Foynes/Dublin/Cork Le Havre/Calais/ Dunkerque/Zeebrugge/Terneu Antwerpen/Rotterdam/Amster Glasgow/Edinburgh – Liverpool Birmingham Birmingham – Felixstowe/London/Southamptor London – Lille – Brussel/Bruxel Amsterdam – Rotterdam – Antw Brussel/Bruxelles – Luxembourg Luxembourg – Metz – Dijon – Metz	zen/Gent/ rdam /Manchester n les erp –		
5	Shannon Foynes/Dublin/Cork - Le Havre/Calais/ Dunkerque/Zeebrugge/Terneu Antwerpen/Rotterdam/Amster Glasgow/Edinburgh – Liverpool Birmingham Birmingham – Felixstowe/London/Southamptor London – Lille – Brussel/Bruxel Amsterdam – Rotterdam – Antw Brussel/Bruxelles – Luxembourg	zen/Gent/ rdam /Manchester n les erp –		
	Dunkerque/Zeebrugge/Terneu Antwerpen/Rotterdam/Amster Glasgow/Edinburgh – Liverpool Birmingham Birmingham – Felixstowe/London/Southamptor London – Lille – Brussel/Bruxel Amsterdam – Rotterdam – Antw Brussel/Bruxelles – Luxembourg	rdam /Manchester n les eerp –		
	Antwerpen/Rotterdam/Amster Glasgow/Edinburgh – Liverpool – Birmingham Birmingham – Felixstowe/London/Southamptor London – Lille – Brussel/Bruxel Amsterdam – Rotterdam – Antw Brussel/Bruxelles – Luxembourg	rdam /Manchester n les eerp –		
	Antwerpen/Rotterdam/Amster Glasgow/Edinburgh – Liverpool – Birmingham Birmingham – Felixstowe/London/Southamptor London – Lille – Brussel/Bruxel Amsterdam – Rotterdam – Antw Brussel/Bruxelles – Luxembourg	rdam /Manchester n les eerp –		
	Glasgow/Edinburgh – Liverpool Birmingham Birmingham – Felixstowe/London/Southampton London – Lille – Brussel/Bruxel Amsterdam – Rotterdam – Antw Brussel/Bruxelles – Luxembourg	/Manchester n les erp –		
	Birmingham Birmingham – Felixstowe/London/Southampton London – Lille – Brussel/Bruxel Amsterdam – Rotterdam – Antw Brussel/Bruxelles – Luxembourg	n les erp –		
	Birmingham – Felixstowe/London/Southampton London – Lille – Brussel/Bruxel Amsterdam – Rotterdam – Antw Brussel/Bruxelles – Luxembourg	les erp –		
	Birmingham – Felixstowe/London/Southampton London – Lille – Brussel/Bruxel Amsterdam – Rotterdam – Antw Brussel/Bruxelles – Luxembourg	les erp –		
	Felixstowe/London/Southampton London – Lille – Brussel/Bruxel Amsterdam – Rotterdam – Antw Brussel/Bruxelles – Luxembourg	les erp –		
	London – Lille – Brussel/Bruxel Amsterdam – Rotterdam – Antw Brussel/Bruxelles – Luxembourg	les erp –		
	Brussel/Bruxelles – Luxembourg	3		
	Brussel/Bruxelles – Luxembourg	3		
	Luxembourg – Metz – Dijon – Macon – Lyon – Marseille Luxembourg – Metz – Strasbourg – Basel Antwerpen/Zeebrugge – Gent –			
	Calais/Dunkerque/Lille – Paris–	Rouen-		
	Le Havre			
Cross-	Brussel/Bruxelles –	Rail		
border	Luxembourg – Strasbourg			
links	Terneuzen – Gent	Inland		
		waterways		
	Seine – Escaut Network and			
	the related Seine, Escaut and			
	Meuse river basins			
	Rhine-Scheldt corridor			
Missing	Albertkanaal/ Canal Albert	Inland		
link	and Canal Bocholt-Herentals	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

AM not acceptable – outside of the core netwo

Core netwo	rk corrido	r "Orient/East-Me	d"
Alignment	Hamburg Rostock - Bremerha Magdebu Dresden - Melnik/P Labem/Po Kolin - P Wien/Bra Timişoara Sofia - P Plovdiv - Kavala -	- Berlin - Berlin - Dresden aven/Wilhelmshaven rg - Dresden - Ústí nad Labem - raha - Lysá nad oříčany - Kolin ardubice - Brno - atislava - Budapest - a - Craiova - Calafa lovdiv - Burgas - TR border - Alexan Thessaloniki - Ioan	ı – - Arad – ıt – Vidin – ndropouli –
	FYROM Sofia – T Piraeus/II (Vasiliko	lgoumenitsa border – Thessaloni hessaloniki – Athina konio – Heraklion –) – Lefkosia Patras/Igoumenitsa	ı –
Pre- identified sections	Cross-border	Dresden – Praha Wien/Bratislava – Budapest Békéscsaba – Arad Calafat – Vidin – Sofia – Thessaloniki TR border – Alexandropouli FYROM border – Thessaloniki	Rail
	Missing	Ioannina – Kakavia (AL border) Hamburg – Dresden – Praha – Pardubice Thessaloniki –	Road Inland waterways Rail
	link	Kavala	Kuii

	I	=		
Alignment	Hamburg			
	1	Berlin – Dresden		
	Bremerhaven/Wilhelmshaven – Magdeburg –			
	Dresden	ттык 1 т. 1 3.4 :	l., :1./D., -1	
		- Ústí nad Labem – Mei		
	1 -	Labem/Poříčany – Koli		
	1	ardubice – Brno – Wiei		
		– Arad – Timişoara – (Vidin – Sofia	iaiova –	
	1	ovdiv – Burgas		
		TR border – Alexandro	onouli –	
		Thessaloniki – Ioannin		
	1	goumenitsa		
		border – Thessaloniki		
	1	nessaloniki – Athina –		
	1	conio – Heraklion – Ler	nesos	
	1	– Lefkosia		
	` /	Patras/Igoumenitsa		
Pre-	Cross-	Dresden – Praha	Rail	
identified	border	Wien/Bratislava –]	
sections		Budapest		
		Békéscsaba – Arad]	
		Calafat – Vidin –		
		Sofia –		
		Thessaloniki]	
		TR border –		
		Alexandropouli		
		FYROM border –		
		Thessaloniki		
		Ioannina – Kakavia	Road	
		(AL border)		
		Craiova – Vidin		
		Hamburg –	Inland	
		Dresden – Praha –	waterways	
		Pardubice		
	Missing	Thessaloniki –	Rail	
	link	Kavala		
		Budapest		
		Kelenföld –		
		Ferencváros		
		Szolnok train		
		station		

Core network corridor "Orient/East-Med"

Core network	corridor "Orient/East-Med"			
Alignment	Hamburg – Berlin			
	Rostock – Berlin – Dresden			
	Bremerhaven/Wilhelmshaver	1 –		
	Magdeburg – Dresden			
	Dresden – Ústí nad Labem –			
	Melnik/Praha – Lysá nad			
	Labem/Poříčany – Kolin			
	Kolin – Pardubice – Brno –			
	Wien/Bratislava – Budapest -	- Arad -		
	Timișoara – Craiova – Calafa	ıt – Vidin –		
	Sofia			
	Sofia – RS border/FYROM	border		
	Sofia – Plovdiv – Burgas/TR	border		
	[] TR border – Alexandrop	ouli –		
	Kavala – Thessaloniki – Ioan	nina –		
	Kakavia/Igoumenitsa			
	FYROM border – Thessaloniki			
	Sofia – Thessaloniki – Athina –			
	Piraeus/Ikonio – Heraklion – Lemesos			
	(Vasiliko) – Lefkosia/Larnal	ka		
	Athina – Patras/Igoumenitsa			
Cross-border	Dresden – Praha/ Kolín	Rail		
links	Wien/Bratislava – Budapest]		
	Békéscsaba – Arad –			
	Timişoara]		
	Craiova – Calafat – Vidin			
	– Sofia – Thessaloniki]		
	Sofia – RS			
	border/FYROM border]		
	TR border –			
	Alexandropouli]		
	FYROM border –			
	Thessaloniki			
	Ioannina – Kakavia (AL	Road		
	border)]		
	Drobeta Turnu			
	Severin/Craiova – Vidin			
	- Montana			
	— Montana]		
	Sofia – RS border			
	Hamburg – Dresden –	Inland		
	Praha – Pardubice	waterways		

	Sofia Sofia – RS border/FYROM Sofia – Plovdiv – Burgas/TR [] TR border – Alexandrop Kavala – Thessaloniki – Ioan Kakavia/Igoumenitsa FYROM border – Thessaloni	border border ouli – nina –		
	Sofia – Thessaloniki – Athina Piraeus/Ikonio – Heraklion –			
	(Vasiliko) – Lefkosia/ Larnal			
	Athina – Patras/Igoumenitsa			
r	Dresden – Praha/ Kolín	Rail		
•	Wien/Bratislava – Budapest	1.411		
	Békéscsaba – Arad –			
	Timişoara			
	Craiova – Calafat – Vidin			
	– Sofia – Thessaloniki			
	Sofia – RS			
	border/FYROM border			
	TR border –			
	Alexandropouli			
	FYROM border –			
	Thessaloniki		Craiova – Vidin	
	Ioannina – Kakavia (AL	Road	EP AM acceptable – covered by pGA	
	border)		El Tim deceptable covered by port	
	Drobeta Turnu Severin/Craiova – Vidin – Montana		Budapest Kelenföld – Ferencváros Szolnok train station	
	Sofia – RS border		EP AMs not acceptable – too detailed, urban nodes a horizontal priority	а
	Hamburg – Dresden –	Inland	1	
	Praha – Pardubice	waterways		

Core netwo	rk corrido	or " Rhine – Alpine"	
Alignment	Genova -	- Milano – Lugano – Base	el
ringilineile		- Novara – Brig – Bern –	
		e – Mannheim – Mainz –	
	Köln		
	Köln – D	üsseldorf – Duisburg –	
		n/Arnhem – Utrecht – An	
		n – Rotterdam – Vlissinge	
		iège – Bruxelles/Brussel	
		Antwerpen – Gent – Zeeb	
Pre-	Cross-	Zevenaar – Emmerich	Rail
identified	border	OberhausenKarlsruhe – Basel	
sections		Karisrune – Basei	
		Milano/Novara – CH	
		border	
		Basel –	Inland
		Antwerpen/Rotterdam	waterway
		- Amsterdam	
	Missing	Genova –	Rail
	link	Tortona/Novi Ligure	

Core netwo	rk corrido	r " Rhine – Alpine"	
Alignment Pre- identified sections	Genova – reestablis Freiburg Haguena Karlsruhe Köln Milano - Innsbruc Corridor Köln – Di Nijmegen Nijmegen Köln – Li	Milano – Lugano – Base Novara – Brig – Bern – I Ishment cross-border rail in (Breisgau)-Colmar – Rai in cross-border connection e – Mannheim – Mainz – I Verona - Trento - Bozen ik - München, including in Uisseldorf – Duisburg – In/Arnhem – Utrecht – Am In – Rotterdam – Vlissinger Idege – Bruxelles/Brussel – Intwerpen – Gent – Zeebr Zevenaar – Emmerich – Oberhausen Karlsruhe – Basel	Basel - bridge statt- n - Koblenz - the Brenner sterdam n Gent
		Milano/Novara – CH border Antwerpen - Duisburg	
		Basel – Antwerpen/Rotterdam – Amsterdam	Inland waterways
	Missing link	Genova – Tortona/Novi Ligure	Rail

Alignment	Genova – Milano – Lugano	– Basel	
8	Genova – Novara – Brig –		
	– Karlsruhe – Mannheim –		
	Koblenz – Köln		
	Köln – Düsseldorf – Duisb	urg –	
	Nijmegen/Arnhem – Utrecl	•	
	Amsterdam		
	Nijmegen – Rotterdam – V	lissingen	
	Köln – Liège – Bruxelles/B		
	Gent		
	Liège – Antwerpen – Gent	 Zeebrugge 	
Cross-border	Zevenaar – Emmerich –	Rail	
links	Oberhausen		
	Karlsruhe – Basel		
	Milano/Novara – CH		
	border		
	Basel –	Inland	
	Antwerpen/Rotterdam –	waterways	
	Amsterdam		
Missing link	Genova – Tortona/Novi	Rail	
wiissing illik	Ligure		
Missing link		Rail	

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

A M not acceptable - outside of the core netwo

Core netwo	rk corridor "Rhine – Danube"				
Alignment	Strasbourg – Stuttgart – München – Wels/Linz Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border Wels/Linz – Wien – Bratislava – Budapest – Vukovar Wien/Bratislava – Budapest – Arad – Brašov/Craiova – Bucurešti – Constanta – Sulina				
Pre- identified sections	Cross- border				
	Danube (Kehlheim - Constanța/Midia/Sulina) Waterw and the related Sava and Tisza river basins Zlín – Žilina Road		Waterways		
	Missing link	Stuttgart – Ulm Salzburg – Linz Arad – Craiova București – Constanța	Rail		

		Brasov - Predeal București - Craiova	Rail Rail			
		Arad - Brasov	Rail			
	București – Constanța					
	Arad – Craiova					
	link Salzburg – Linz					
-	Missing	Stuttgart – Ulm	Rail			
		Zlín – Žilina	Road			
		Tisza river basins				
		Constanța/Midia/Sulina) and the related Sava and	Waterways			
		Danube (Kehlheim -	Inland			
		Békéscsaba – Arad				
		Bratislava – Budapest				
		Bratislava/Budapest				
		Wien –				
		Hranice – Žilina				
		Appenweier				
		Strasbourg – Kehl				
		Freilassing - Salzburg				
sections		München – Mühldorf –				
identified	border	Nürnberg – Plzen				
Pre-	Cross-	München – Praha	Rail			
		<i>der)</i> / Constanta – Sulina				
		traiova – Bucurešti – <i>Frac</i> sa				
	Vukovar Wien/Bra	atislava – Budapest – Arad	_			
		z – Wien – Bratislava – Bu	dapest –			
		Košice – UA border	1 .			
	München/Nürnberg – Praha – Ostrava/Přerov –					
		– Nürnberg – Regensburg – Passau – Wels/Linz				
	Strasbourg – Mannheim – Frankfurt – Würzburg					
	Paris – Strasbourg – Stuttgart – Augsburg – München – Salzburg – Wels/Linz					

Alignment	Strasbourg – Stuttgart – München –			
	Wels/Linz			
	Strasbourg – Mannheim – Fra			
	Würzburg – Nürnberg – Regen	nsburg –		
	Passau – Wels/Linz München/Nürnberg – Praha –			
	Ostrava/Přerov – Žilina – Koš	ice – IIA		
	border	100 071		
	Wels/Linz – Wien – Bratislava	a – Budapest		
	– Vukovar	•		
	Wien/Bratislava – Budapest –			
	Brašov/Craiova – Bucurešti – Sulina	Constanta –		
Cross- border	München – Praha	Rail		
links	Nürnberg – Plzen			
	München – Mühldorf –			
	Freilassing - Salzburg			
	Strasbourg – Kehl			
	Appenweier			
	Hranice – Žilina			
	Košice – UA border			
	Wien – Bratislava/Budapest			
	Bratislava – Budapest			
	Békéscsaba – Arad– Timişoara			
	Danube (Kehlheim -	Inland		
	Constanța/Midia/Sulina) and	Waterways		
	the related Váh, Sava and			
	Tisza river basins			
	Zlín – Žilina	Road		
Missing links	Stuttgart – Ulm	Rail		
111113	Salzburg – Linz			
	[] Craiova – București			
	[]Sighişoara – Predeal			

Paris – Strasbourg – Stuttgart – Augsburg – München – Salzburg – Wels/Linz EP AM EP AM not justified

Brašov/Craiova – Bucurešti – *Focșani – Albita (MD border)* / Constanta – Sulina

P AM not acceptable – outside of the core netwo

Arad - Brasov	Rail	
Brasov - Predeal	Rail	
București - Craiova	Rail	
EP AMs partly covered by pGA		

		WG W	•••
Core networ	RU borde Turku/Na Malmö Narvik/O Oslo – G Malmö – Aalborg Københa Hannove Bremerha Nürnberg Rostock Nürnberg Bologna Livorno/I – Bari –	aven – Bremen – Hanno g – Berlin – Leipzig – Mi g – München – Innsbrud – Ancona/Firenze La Spezia – Firenze – F Faranto – Valletta	elsinki – Drebro – Stockholm Elleborg ia – Aarhus vn Hamburg - over – ünchen ck – Verona
Pre- identified sections	Valletta Cross- border	Gioia Tauro – Palermo RU border – Helsinki 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	Rail/Road

18.

Core networ	Core network corridor "Scandinavian – Mediterranean"				
Alignment Pre- identified sections	RU border Turku/Naa Malmö Narvik/Ou Oslo – Go Malmö – J Aalborg – Københav Hannover Bremerha Nürnberg Rostock – Erfurt/We Nürnberg Bologna – Livorno/L – Bari – T Napoli – G	r – Hamina/Kotka – He antali – Stockholm – Ö ulu – Luleå – Umeå – S oteburg – Malmö – Trel København – Frederici Hirtshals/Frederikshav n – Kolding/Lübeck –	elsinki – rebro – tockholm leborg a – Aarhus – n Hamburg – ver – g – k – Verona – oma – Napoli		
	Trelleborg - Malmö - Göteborg - No border (cross-				
	border, rail) Göteborg-Oslo Helsingborg-				
		Helsingør Copenhagen- Malmö København –	Rail/Road		
		Hamburg: Fehmarn belt fixed link	Kan/Kuau		

Mediterran	rk corridor "Scandinavian – ean"			
Alignment	RU border – Hamina/Kotka –	Helsinki –		
•	Turku/Naantali – Stockholm -			
	Örebro(Hallsberg)/Linköpin			
	Narvik/Oulu – Luleå –	- Umeå –		
	Stockholm/Örebro(Hallsberg	g)		
	Oslo – Goteburg – Malmö – T	Γrelleborg		
	Malmö – København – Freder	ricia –		
	Aarhus – Aalborg -			
	Hirtshals/Frederikshavn			
	København – Kolding/Lübeck	k – Hamburg		
	– Hannover			
	Bremerhaven – Bremen – Har	nnover –		
	Nürnberg			
	Rostock – Berlin – Leipzig – I			
	Nürnberg – München – Innsb			
	Verona – Bologna – Ancona/l			
	Livorno/La Spezia – Firenze - Napoli – Bari – Taranto –	– Koma –		
	Valletta/Marsaxlokk			
	Cagliari – Napoli – Gioia Tai	uro –		
	Palermo/Augusta – Valletta/N			
Cross-	RU border – Helsinki	Rail		
border				
links	København – Hamburg:			
-	Fehmarn belt fixed link			
	access routes			
	München – Wörgl –			
	Innsbruck – Fortezza –			
	Bolzano – Trento – Verona:			
	Brenner base tunnel and its			
	access routes	D 11/20 1		
	København – Hamburg:	Rail/Road		
	Fehmarn belt fixed link	<u> </u>		

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 (crossborder, 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. Indicative list of cross-border links []	on the		
2. Pre-identified sections on the comprehensive	e network	2. Pre-identified sections on the comprehensive	e network	comprehensive network			
2		The related elements located on the comprehensiv	ve network				
The cross-border sections of the comprehensive ne	etwork	referred to at Article 9(2)(a)(i) and the cross-borde	er <i>links</i> of the	The cross-border sections of the comprehensive n	network		
referred to at Article 9(2)(a)(ii) of this Regulation	include	comprehensive network referred to at Article 9(2)(a	a)(ii) of this	referred to at Article 9(2)(a)(ii) of this Regulation	include		
notably the following sections:		Regulation include notably the following sections:		notably the following sections:			
2		Dublin – Strabane – Letterkenny	Road				
		Derry - Sligo - Galway	Rail				
		Pau – Huesca	Rail				
		Lyon – CH border	Rail				
		Athus – Mont-Saint-Martin	Rail	Dublin – Strabane – Letterkenny	Road		
		[]	[]	Pau – Huesca	Rail		
	Dood	Mons - Valenciennes	Rail	Lyon – CH border	Rail		
Dublin – Strabane – Letterkenny	Road	Gent – Terneuzen	Rail	Athus – Mont-Saint-Martin	Rail	Derry – Sligo – Galway	Rail
Pau – Huesca	Rail	Heerlen – Aachen	Rail	Breda – Venlo – Viersen – Duisburg	Rail	EP AM not acceptable – outside of the TEN-T	Kuu
Lyon – CH border	Rail	Groningen – Bremen	Rail	Antwerpen – Duisburg	Rail	Di Anni not acceptable outside of the 12.10-1	
Athus – Mont-Saint-Martin	Rail	Stuttgart – CH border	Rail	Mons - Valenciennes	Rail	Ancona – Foggia	Rail/Road
Antwerpen – Duisburg	Rail	Berlin – Rzepin/Horka – Wrocław	Rail	Gent – Terneuzen	Rail	EP AM not acceptable – no cross-border	Kut/Kouu
Mons - Valenciennes	Rail	Prague – Linz	Rail	Heerlen – Aachen	Rail	El Tivi not acceptable no cross border	
Gent – Terneuzen	Rail	Villach – Ljubljana	Rail	Groningen – Bremen	Rail	Graz – <i>Celldömölk</i> – Gyor	Rail
Heerlen – Aachen	Rail	Ancona – Foggia	Rail/Road	Stuttgart – CH border	Rail	EP AM acceptable – covered by pGA	Tun
Groningen – Bremen	Rail	Pivka – Rijeka	Rail	Gallarate/Sesto Calende – CH border	Rail	El Tim acceptable covered by port	
Stuttgart – CH border	Rail	Plzeň – České Budějovice – Wien	Rail	Berlin – Rzepin/Horka – Wrocław	Rail	Timișoara – Moravita	Road
Berlin – Rzepin/Horka – Wrocław	Rail	Wien - Gyor	Rail	Prague – Linz	Rail	București – Giurgiu – Varna/Bourgas	Rail
Prague – Linz	Rail	Graz – <i>Celldömölk</i> – Gyor	Rail	Villach – Ljubljana	Rail	Siret – Suceava	Road
Villach – Ljubljana	Rail	Neumarkt-Kalham - Mühldorf	Rail	Pivka – Rijeka	Rail	EP AMs not acceptable – sections of the core no	
Pivka – Rijeka	Rail	Amber Corridor PL-SK-HU	Rail	Plzeň – České Budějovice – Wien	Rail		
Plzeň – České Budějovice – Wien	Rail	Via Carpathia Corridor BY/UA border-PL-SK-	Road	Wien - Gyor	Rail	Focsani – Albita	Road
Wien - Gyor	Rail	HU-RO		Graz - Celldömölk – Győr	Rail	EP AM acceptable – covered by pGA	
Graz - Gyor	Rail	Budapest – Osijek – Svilaj (BiH border)	Road	Neumarkt-Kalham - Mühldorf	Rail		
Neumarkt-Kalham - Mühldorf	Rail	Timișoara – Moravița	Road	Amber Corridor PL-SK-HU	Rail	München – Salzburg – Laibach	Rail
Amber Corridor PL-SK-HU	Rail	Faro – Huelva	Rail	Via Carpathia Corridor BY/UA border-PL-SK-	Road	EP AM partly covered by pGA	1
Via Carpathia Corridor BY/UA border-PL-SK-	Road	Porto – Vigo	Rail	HU-RO			
HU-RO		București – Giurgiu – Varna/Bourgas	Rail	Focșani – MD border	Road	Gallarate/Sesto C. – Laveno/Luino	Rail
Budapest – Osijek – Svilaj (BiH border)	Road	Svilengrad – Pithio	Rail	Budapest – Osijek – Svilaj (BiH border)	Road	EP AM acceptable – covered by pGA	•
Faro – Huelva	Rail	Siret – Suceava	Road	Faro – Huelva	Rail		
Porto – Vigo	Rail	Focșani – Albița	Road	Porto – Vigo	Rail]	
Giurgiu – Varna/Bourgas	Rail	München – Salzburg – Laibach	Rail	Giurgiu – Varna/Bourgas	Rail]	
Svilengrad – Pithio	Rail	Gallarate/Sesto C. – Laveno/Luino	Rail	Svilengrad – Pithio	Rail		

	PART IV: IDENTIFICATION OF CROSS-BORDER	PART IV: IDENTIFICATION OF CROSS-BORDER	PART IV: Identification of Cross-border Projects in the	
	PROJECTS IN THE FIELD OF RENEWABLE ENERGY	PROJECTS IN THE FIELD OF RENEWABLE ENERGY	field of renewable energy	
23.	1. Objective of cross-border projects in the field of	1. Objective of cross-border projects in the field of	1. Objective of cross-border projects in the field of	
	renewable energy	renewable energy	renewable energy	
	Cross-border projects in the field of renewable energy shall	Cross-border projects in the field of renewable energy shall	Cross-border projects in the field of renewable energy shall	
	promote the cross-border cooperation between Member States	promote the cross-border cooperation between Member States in	promote the cross-border cooperation between Member States	
	in the field of planning, development and cost-effective	the field of planning, development and cost-effective	in the field of planning, development and cost-effective	
	exploitation of renewable energy sources.	exploitation of renewable energy sources with the aim of contributing to the Union's long term decarbonisation targets.	exploitation of renewable energy sources as well as facilitate their integration through energy storage facilities.	
25.	2. General criteria	2. General criteria	General criteria	
	In order to qualify as a cross-border project in the field of	In order to qualify as a cross-border project in the field of	In order to qualify as a cross-border project in the field of	
	renewable energy, a project shall meet all of the following	renewable energy, a project shall meet all of the following	renewable energy, a project shall meet all of the following	
	general criteria:	general criteria:	general criteria:	
27.	8	0	(a) it shall be included in a cooperation agreement or any	
	(a) it shall be included in a cooperation agreement or any	(a) it shall be included in a cooperation agreement or any	other kind of arrangement between Member States and/or	
	other kind of arrangement between Member States and/or	other kind of arrangement between Member States and/or	between Member States and third countries as set out in []	
	between Member States and third countries as set out in	between Member States and third countries as set out in	Directive [(EU) 2018/XXXX of the European Parliament	
	Articles 6, 7, 9 or 11 of Directive 2009/28/EC;	Articles 6, 7, 9 or 11 of Directive 2009/28/EC;	and of the Council (Renewable Energy Directive)];	
28.		(b) it shall provide cost savings in the deployment of		
	(b) it shall provide cost savings in the deployment of	renewables and/or benefits for system integration, security of		
	renewables and/or benefits for system integration, security of	supply or innovation in comparison to an alternative cross-	(b) it shall provide cost savings in the deployment of	
	supply or innovation in comparison to a similar project	border energy project or a renewable energy project	renewables [] or benefits for system integration, security of	
	implemented by one of the participating Member States alone;	implemented by one of the participating Member States alone;	supply or innovation [];	
	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of	(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 cost-benefit analysis as referred to in point 3 and applying	the cost-benefit analysis as referred to in point 3 and applying	
	the methodology referred to in Article [7]	the methodology referred to in Article [7]	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	The cost-benefit analysis referred to in point 2(c) above shall	The cost-benefit analysis referred to in point 2(c) above shall	
	take into account for each of the participating Member States	take into account for each of the participating Member States	take into account for each of the participating Member States	
	or third countries the impact inter alia on the following	or third countries the impact inter alia on the following	or third countries the impact inter alia on the following	
	aspects:	aspects:	aspects:	
	(a) costs of electricity generation;	(a) costs of electricity generation;	(a) costs of electricity generation;	
	(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;	
	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	
	(e) security of supply;	(e) security of supply;	(e) security of supply;	
37.		(f) air and other local pollution <i>or effects on local nature</i>		
	(f) air and other local pollution;	and the environment;	(f) reduction of air and other local pollution;	
38.				

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/ of the European Parliament and of the Council</i> ^{1/+} . 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.	Cy		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 title, number and OJ reference of COD 2016/0382 (renewable energy).

ML/el 15400/18 ADD 1 REV 1 18 LIMITE EN **ANNEX** TREE.2.A

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 ...

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

48.	PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE	PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE	PART V – DIGITAL CONNECTIVITY	
40	PROJECTS OF COMMON INTEREST	PROJECTS OF COMMON INTEREST	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	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 ;	- 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 ;	- 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 ;	
	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.	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.	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 .	- 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 .	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 .	
	See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	² See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	
54.		- 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.		
55.	2. Wireless connectivity in local communities	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	

15400/18 ADD 1 REV 1
ANNEX TREE.2.A ML/el 20 **EN**

62	supports access to innovative digital services;	- supports <i>equal</i> access to innovative digital services;	 supports access to innovative digital services; 	
- Co:				
62		- use the common visual identity <i>available in multiple</i>		
62	use the common visual identity to be provided by the	languages to be provided by the Commission and link to the	- use the common visual identity to be provided by the Commission and link to the associated online tools:	
	mmission and link to the associated online tools;	associated online tools;	,	
1 166	commit to procure the necessary equipment and/or ated installation services in accordance with applicable law	- commit to procure the necessary equipment and/or related	- commit to procure the necessary equipment and/or related installation services in accordance with applicable law	
	ensure that projects do not unduly distort competition.	installation services in accordance with applicable law to ensure that projects do not unduly distort competition.	to ensure that projects do not unduly distort competition.	
	nancial assistance shall be available to public sector bodies	Financial assistance shall be available to public sector bodies as	Financial assistance shall be available to public sector bodies	
	defined in point (1) of Article 3 of Directive (EU)	defined in point (1) of Article 3 of Directive (EU) 2016/2102 of	as defined in point (1) of Article 3 of Directive (EU)	
	16/2102 of the European Parliament and of the Council ³	the European Parliament and of the Council ³ undertaking to	2016/2102 of the European Parliament and of the Council ³	
	dertaking to provide, in accordance with national law, local	provide, in accordance with national law, local wireless	undertaking to provide, in accordance with national law, local	
	reless connectivity that is free of charge and without	connectivity that is free of charge and without discriminatory	wireless connectivity that is free of charge and without	
	criminatory conditions through the installation of local	conditions through the installation of local wireless access	discriminatory conditions through the installation of local	
	reless access points.	points.	wireless access points.	
	Directive (EU) 2016/2102 of the European	Directive (EU) 2016/2102 of the European	Directive (EU) 2016/2102 of the European	
	Parliament and of the Council of 26 October 2016 on	Parliament and of the Council of 26 October 2016 on the	Parliament and of the Council of 26 October 2016 on	
	the accessibility of websites and mobile applications of	accessibility of websites and mobile applications of public	the accessibility of websites and mobile applications of	
	public sector bodies (OJ L 327, 2.12.2016, p. 1).	sector bodies (OJ L 327, 2.12.2016, p. 1).	public sector bodies (OJ L 327, 2.12.2016, p. 1).	
	nded actions shall not duplicate existing free private or	Funded actions shall not duplicate existing free private or public	Funded actions shall not duplicate existing free private or	
_	blic offers of similar characteristics, including quality, in the	offers of similar characteristics, including quality, in the same	public offers of similar characteristics, including quality, in the	
	ne public space.	public space.	same public space.	
	e available budget shall be allocated in a geographically	The available budget shall be allocated in a geographically	The available budget shall be allocated in a geographically	
	anced manner across Member States.	balanced manner across Member States.	balanced manner across Member States.	
	herever relevant, coordination and coherence will be ensured		Wherever relevant, coordination and coherence will be	
	th CEF actions supporting access of socio-economic drivers very high capacity networks capable of providing Gigabit		ensured with CEF actions supporting access of socio-economic drivers to very high capacity networks capable of providing	
	nnectivity.	[]	Gigabit connectivity.	
67.	meetivity.	3. Indicative list of 5G corridors <i>and cross-border</i>	Organic connectivity.	
3.	Indicative list of 5G corridors eligible for funding	connections eligible for funding	3. Indicative list of 5G corridors eligible for funding	
68. In 1	line with the Gigabit society objectives set out by the	3	<u> </u>	
	mmission to ensure that major terrestrial transport paths	In line with the Gigabit society objectives set out by the		
hav	ve uninterrupted 5G coverage by 2025 ⁴ , actions	Commission to ensure that major terrestrial transport paths have		
	plementing uninterrupted coverage with 5G systems	uninterrupted 5G coverage by 2025 ⁴ , actions implementing	In line with the Gigabit society objectives set out by the	
	rsuant to Article 9 paragraph 4 (c) include, as a first step,	uninterrupted coverage with 5G systems pursuant to Article 9	Commission to ensure that major terrestrial transport paths	
	ions on the cross-border sections for CAM ⁵	paragraph 4 (c) include, as a first step, actions on the cross-	have uninterrupted 5G coverage by 2025 ⁴ , actions	
_	perimentation, and, as a second step, actions on more	border sections for CAM ⁵ experimentation, and, as a second	implementing uninterrupted coverage with 5G systems	
	tensive sections in view of a larger scale deployment of	step, actions on more extensive sections in view of a larger scale	pursuant to Article 9 paragraph 4 (c) include, as a first step,	
	AM along the corridors, as indicated in the table below	deployment of CAM along the corridors, as indicated in the	actions on the cross-border sections for CAM ⁵	
	dicative list). The TEN-T corridors are used as a basis for	table below (indicative list). The TEN-T corridors are used as a	experimentation, and, as a second step, actions on more	
	s purpose but the deployment of 5G is not necessarily infined to those corridors ⁶ .	basis for this purpose but the deployment of 5G is not necessarily confined to those corridors ⁶ .	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	
	4 Connectivity for a Competitive Digital Single	4 Connectivity for a Competitive Digital Single	this purpose but the deployment of 5G is not necessarily	
	Market - Towards a European Gigabit Society -	Market - Towards a European Gigabit Society -	confined to those corridors[].	
	COM(2016)587	COM(2016)587		
	5 Connected and Automated Mobility	5 Connected and Automated Mobility	Connectivity for a Competitive Digital Single	
	6 Sections in italics are located outside of the TEN-	6 Sections in italics are located outside of the TEN-	Market - Towards a European Gigabit Society -	
	T core network corridors but included in the 5G	T core network corridors but included in the 5G	COM(2016)587	
	corridors	corridors	5 Connected and Automated Mobility	

69.			Core network corridor '	'Atlantic''			
			Cross-border sections	Porto-Vigo and Merida-Evora			
			for CAM	Totto vigo una rivitan zvota			
	Core network corridor "Atlantic"		experimentation		Core network corridor	"Atlantic"	
	Cross-border sections Porto-	o-Vigo and Merida-Evora		Azores/Madeira Islands - Lisbon	Cross-border sections	Porto-Vigo and Merida-Evora	
	for CAM	- vigo and ivierida-Evora		- Paris - Amsterdam - Frankfurt Aveiro - Salamanca	for CAM	and Aveiro – Salamanca	
	experimentation			Aveiro - Satamanca	experimentation	3 SHILLIAN S	
	More extensive section Metz -	2 – Paris - Bordeaux – Bilbao	More extensive section	Metz – Paris - Bordeaux – Bilbao	More extensive section	Metz – Paris - Bordeaux – Bilbao	
		go – Porto – Lisbon	for larger scale	- Vigo - Porto - Lisbon	for larger scale	- Vigo - Porto - Lisbon	
	1 2	ao – Madrid – Lisbon	deployment of CAM	-Bilbao – Madrid – Lisbon	deployment of CAM	-Bilbao – Madrid – Lisbon	
70.	Core network corridor "Baltic	c – Adriatic"	Core network corridor "Baltic – Adriatic"		Core network corridor	"Baltic – Adriatic"	
	Cross-border sections -		Cross-border sections	-	Cross-border sections	-	
	for CAM		for CAM		for CAM		
	experimentation		experimentation		experimentation		
		sk – Warsaw – Brno –	I I	Gdansk – Warsaw – Brno –	More extensive section	Gdansk – Warsaw – Brno –	
		na – Graz – Ljubljana –	for larger scale	Vienna – Graz – Ljubljana –	for larger scale	Vienna – Graz – Ljubljana –	
71	deployment of CAM Trieste		1 /	Trieste	deployment of CAM	Koper – Trieste	
/1.	Core network corridor "Medite	terranean"	Core network corridor '	'Mediterranean''	Core network corridor	"Mediterranean"	
	Cross-border sections -		Cross-border sections	Submarine cable networks Lisbon	Cross-border sections	-	
	for CAM		for CAM	– Marseille – Milan	for CAM		
	experimentation	. 7 1 1:11: /	experimentation	D 1	experimentation		
		npest – Zagreb – Ljubljana /	More extensive section for larger scale	Budapest – Zagreb – Ljubljana / Rijeka / Split	More extensive section for larger scale	Budapest – Zagreb – Ljubljana / Rijeka / Split	
	deployment of CAM	ka / Spiii	deployment of CAM	Kijeka / Spiii	deployment of CAM	Kijeka / Spiii	
72.	deployment of Critivi	I	deployment of Chivi		Core network corridor	"North Sea – Raltic"	
72.	Core network corridor "North Sea – Baltic"		Core network corridor "North Sea – Baltic"				
		:1 (1 1 5 1)	C 1 1 '	D 1: 11 (4 1 1 5 1)	Cross-border sections	[] Warsaw – Kaunas –	
	Cross-border sections Baltic for CAM	c corridor (to be defined)	Cross-border sections for CAM	Baltic corridor (to be defined)	1 1	Vilnius/Klaipėda	
	experimentation		experimentation		experimentation More extensive	Tallinn – Riga – Kaunas – LT/PL	
	1	nn – Kaunas	More extensive section	Tallinn – Kaunas		border – Warsaw	
	for larger scale		for larger scale			BY/LT border – Vilnius –	
	deployment of CAM		deployment of CAM		11 * *	Kaunas – Klaipėda	
73.	Core network corridor "North Sea – Mediterranean"		Core network corridor "North Sea – Mediterranean"			"North Sea – Mediterranean"	
	Cross-border sections Metz-M	-Merzig-Luxembourg	Cross-border sections	Metz-Merzig-Luxembourg	Cross-border sections	Metz-Merzig-Luxembourg	
	l l	rdam-Antwerp-Eindhoven	for CAM	Rotterdam-Antwerp-Eindhoven	for CAM	Rotterdam- <i>Antwerp-Eindhoven</i>	
	experimentation	•	experimentation	-	experimentation		
		erdam - Rotterdam – Breda	More extensive section	Amsterdam - Rotterdam - Breda -	More extensive section	Amsterdam - Rotterdam - Breda	
		e – Paris	for larger scale	Lille – Paris	for larger scale	– Lille – Paris	
	1 2	sels – Metz – Basel	deployment of CAM	Brussels – Metz – Basel	deployment of CAM	Brussels – Metz – Basel	
	Mulho	ouse – Lyon – Marseille		Mulhouse – Lyon – Marseille		Mulhouse – Lyon – Marseille	

74.	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	Berlin – Prague – Brno –	More extensive section	Berlin – Prague – Brno –	More extensive section	Berlin – Prague – Brno –	
	for larger scale	Bratislava	for larger scale	Bratislava	for larger scale	Bratislava – Košice	
	deployment of CAM	Timisoara – Sofia – TR border	deployment of CAM	Timisoara – Sofia – TR border	deployment of CAM	Timisoara – Sofia – TR border	
		-Sofia – Thessaloniki – Athens		-Sofia – Thessaloniki – Athens		-Sofia – Thessaloniki – Athens	
75.	Core network corridor	" Rhine – Alpine"	Core network corridor " Rhine - Alpine"		Core network corridor " Rhine – Alpine"		
	Cross-border sections	Bologna-Innsbrück-München	Cross-border sections	Bologna-Innsbrück-München	Cross-border sections	Bologna-Innsbrück-München	
	for CAM	(Brenner corridor)	for CAM	(Brenner corridor)	for CAM	(Brenner corridor)	
	experimentation		experimentation		experimentation		
	More extensive section	Rotterdam – Oberhausen –	More extensive section	Rotterdam – Oberhausen –	More extensive section	Rotterdam – Oberhausen –	
	for larger scale	Frankfurt (M)	for larger scale	Frankfurt (M)	for larger scale	Frankfurt (M)	
	deployment of CAM	Basel – Milan – Genova	deployment of CAM	Basel – Milan – Genova	deployment of CAM	Basel – Milan – Genova	
76.					Core network corridor	"Rhine – Danube"	
	Core network corridor	"Rhine – Danube"					
			Core network corridor	"Rhine – Danube"	Cross-border sections	-	
	Cross-border sections	-			for CAM		
	for CAM		Cross-border sections	Munchen - Salzburg	experimentation		
	experimentation		for CAM		More extensive section	Frankfurt (M) – Passau – []	
	More extensive section	Frankfurt (M) – Passau – Vienna	experimentation		for larger scale	Wien – Bratislava – Budapest –	
	for larger scale	– Budapest – Bucharest –	More extensive section	Frankfurt (M) – Passau – Vienna –	deployment of CAM	Osijek - Vukovar - Bucharest -	
	deployment of CAM	Constanta	for larger scale	Budapest – Bucharest – Constanta		Constanta	
		Karlsruhe – München – Salzburg	deployment of CAM	Karlsruhe – München – Salzburg –		Karlsruhe – München – Salzburg	
		– Wels		Wels		– Wels	
		Frankfurt (M) – Strasbourg		Frankfurt (M) – Strasbourg		Frankfurt (M) – Strasbourg	
77.					Core network corridor	"Scandinavian –	
					Mediterranean"	0.1 T	
	Core network corridor "Scandinavian –				Cross-border sections	Oulu-Tromsø	
			Core network corridor "Scandinavian – Mediterranean"		for CAM	Oslo- Stockholm-Helsinki	
	Mediterranean"	Out Tarmer	Constant	Only Transport	experimentation	Today Halainki Danisaka 1	
	Cross-border sections	Oulu-Tromsø	Cross-border sections	Oulu-Tromsø	More extensive section	Turku – Helsinki –Russian border	
	for CAM	Oslo- Stockholm-Helsinki	for CAM	Oslo- Stockholm-Helsinki	for larger scale	Stockholm / Oslo – Malmo	
	experimentation	Trades Halainla Decise to 1	experimentation	Today Halaidi Davisali al	deployment of CAM	Malmo – Copenhagen – Hamburg	
	More extensive section	Turku – Helsinki –Russian border	More extensive section	Turku – Helsinki –Russian border		- Würzburg	
	for larger scale	Stockholm / Oslo – Malmo	for larger scale	Stockholm / Oslo – Malmo		Nürnberg – München – Verona	
	deployment of CAM	Malmo – Copenhagen – Hamburg	deployment of CAM	Malmo – Copenhagen – Hamburg		Rosenheim – Bologna – Napoli – Catania – Palermo	
		- Würzburg		– Würzburg		Napoli – Bari – Taranto	
		Nürnberg – München – Verona		Nürnberg – München – Verona	Via Camathia	1	
		Rosenheim – Bologna – Napoli –		Rosenheim – Bologna – Napoli –	Via Carpathia	Klaipėda – Kaunas - Ełk –	
		Catania – Palermo		Catania – Palermo		Białystok – Lublin – Rzeszów -	
		Napoli – Bari – Taranto		Napoli – Bari – Taranto		Barwinek	