



Council of the
European Union

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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**

NOTE

From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	ST 15400/18 ADD 1 REV 1
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 annex to the above-mentioned proposal and a first set of compromise proposals for Parts III, IV and V.

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) Number of CEF supported actions contributing to the digitalisation of transport	Transport:	Efficient and interconnected networks and infrastructure for smart, interoperable , multimodal , inclusive, safe and secure mobility	Number of cross-border 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 actions contributing to the safety of transport	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, in particular through the deployment of ERTMS, RIS, ITS, VTMS/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 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> mobility (<i>civil and defence</i>) requirements			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 Security of energy supply Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints 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 Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems Number of CEF actions contributing to cross-border cooperation in the area of renewables	Energy	Contribution to interconnectivity and integration of markets Security of energy supply Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints 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 Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems Number of CEF actions contributing to cross-border cooperation in the area of renewables	Energy	Contribution to interconnectivity and integration of markets Security of energy supply Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints 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 Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems Number of CEF actions contributing to cross-border cooperation in the area of renewables

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 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 contributing to the digitalisation of energy and transport sectors	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 new connections to very high capacity networks for households Number of CEF actions contributing to the digitalisation of energy and transport sectors	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 new connections to very high capacity networks 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". Budgetary resources used to finance actions listed in Article 9 paragraph 2 (a) shall be distributed as follows: 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.			<i>Propose CGA</i> 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

8.

-1a. Horizontal priorities
SESAR, ERTMS, ITS, RIS, VTMISSmart technology devices

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

1. Core network corridors and indicative list of cross-border links and missing links

10.

Core network corridor "Atlantic"

Alignment

Gijón – León – Valladolid
A Coruña – Vigo – Orense – León–
Zaragoza – Pamplona/Logroño – Bilbao
Bordeaux – Toulouse
Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba
Algeciras – Bobadilla – Madrid
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
Shannon Foynes – Dublin – Rosslare – Waterford – Cork – Brest – Roscoff – Cherbourg – Caen – Le Havre – Rouen – Paris
Dublin/Cork – Brest – Roscoff – Saint Nazaire – Nantes – Tours – Dijon

Pre-identified sections

Cross-border

Evora – Merida

Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux

Aveiro – Salamanca

Douro river (Via Navegável do Douro)

Rail

Inland waterways

Missing link

Paris (link Orly-Versailles and Orly-Ch. De Gaulle airport)

Multimodal

Core network corridor "Atlantic"

Alignment

Gijón – León – Valladolid
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

Cross-border

Evora – Merida

Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux

Aveiro – Salamanca

Douro river (Via Navegável do Douro)

Rail

Inland waterways

Core network corridor "Atlantic"

Alignment

Gijón – León – Valladolid
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 – Metz – Mannheim/Strasbourg
Saint Nazaire – Nantes – Tours

Cross-border links

Evora – Merida

Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux

Aveiro – Salamanca

Douro river (Via Navegável do Douro)

Rail

Inland waterways

Missing links

Non-UIC gauge interoperable lines on the Iberian Peninsula

Rail

Core network corridor "Atlantic"

Alignment

Gijón – León – Valladolid
A Coruña – Vigo – Orense – León
Zaragoza – Pamplona/Logroño – Bilbao
Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba
Algeciras – Bobadilla – Madrid
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Shannon Foynes/Dublin/Cork – Le Havre – Rouen – Paris
Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Toulouse/Tours – Paris – Metz – Mannheim/Strasbourg
Shannon Foynes/Dublin/Cork – Saint Nazaire – Nantes – Tours

Cross-border links

Evora – Merida

Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux

Aveiro – Salamanca

Douro river (Via Navegável do Douro)

Rail

Inland waterways

Missing links

Non-UIC gauge interoperable lines on the Iberian Peninsula

Rail

11.

	<table><tr><th colspan="4">Core network corridor "Baltic – Adriatic"</th></tr><tr><td rowspan="3">Pre-identified sections</td><td rowspan="2">Cross-border</td><td>Katowice – Ostrava Katowice – Žilina Opole – Ostrava Bratislava – Wien Graz – Maribor Trieste – Divaca</td><td>Rail</td></tr><tr><td>Katowice – Žilina Brno – Wien</td><td>Road</td></tr><tr><td>Missing link</td><td>Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača</td><td>Rail</td></tr></table>	Core network corridor "Baltic – Adriatic"				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	<table><tr><th colspan="4">Core network corridor "Baltic – Adriatic"</th></tr><tr><td rowspan="3">Pre-identified sections</td><td rowspan="2">Cross-border</td><td>Katowice – Ostrava Katowice – Žilina Opole – Ostrava Bratislava – Wien Graz – Maribor Trieste – Divaca</td><td>Rail</td></tr><tr><td>Katowice – Žilina Brno – Wien</td><td>Road</td></tr><tr><td>Missing link</td><td>Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača</td><td>Rail</td></tr></table>	Core network corridor "Baltic – Adriatic"				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	<table><tr><th colspan="3">Core network corridor "Baltic – Adriatic"</th></tr><tr><td rowspan="3">Cross-border links</td><td>Katowice/Opole – Ostrava – Brno Katowice – Žilina Bratislava – Wien Graz – Maribor Venezia – Trieste – Divaca – Ljubljana</td><td>Rail</td></tr><tr><td>Katowice – Žilina Brno – Wien</td><td>Road</td></tr><tr><td>Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača</td><td>Rail</td></tr></table>	Core network corridor "Baltic – Adriatic"			Cross-border links	Katowice/Opole – Ostrava – Brno Katowice – Žilina Bratislava – Wien Graz – Maribor Venezia – Trieste – Divaca – Ljubljana	Rail	Katowice – Žilina Brno – Wien	Road	Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača	Rail	<table><tr><th colspan="3">Core network corridor "Baltic – Adriatic"</th></tr><tr><td rowspan="3">Cross-border links</td><td>Katowice/Opole – Ostrava – Brno Katowice – Žilina Bratislava – Wien Graz – Maribor Venezia – Trieste – Divaca – Ljubljana</td><td>Rail</td></tr><tr><td>Katowice – Žilina Brno – Wien</td><td>Road</td></tr><tr><td>Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača</td><td>Rail</td></tr></table>	Core network corridor "Baltic – Adriatic"			Cross-border links	Katowice/Opole – Ostrava – Brno Katowice – Žilina Bratislava – Wien Graz – Maribor Venezia – Trieste – Divaca – Ljubljana	Rail	Katowice – Žilina Brno – Wien	Road	Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača	Rail
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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
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 <i>Zaragoza – Teruel – Valencia/Sagunto</i> <i>Sagunto – Valencia – Madrid</i> Sevilla – Bobadilla – Murcia Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – <i>La Spezia</i> – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest <i>Toulouse – Narbonne</i> Ljubljana/Rijeka – Zagreb – Budapest – UA border		
Pre-identified sections	Cross-border	Lyon – Torino: base tunnel and access routes	Rail
		<i>Barcelona – Perpignan</i>	
		Nice – Ventimiglia	
		Trieste – Divača	
		Ljubljana – Zagreb	
		Zagreb – Budapest	
		Budapest – Miskolc – UA border	
	Lendava – Letenye	Road	
			Vásárosnamény – UA border
	Missing link	Perpignan – Montpellier	Rail
<i>Madrid – Zaragoza – Barcelona</i>			
Koper – Divača			
Rijeka – Zagreb			
Milano – Cremona – Mantova – <i>Ferrara</i> – Porto Levante/Venezia –Trieste/ Ravenna - <i>Porto Garibaldi</i>		Inland Waterways	

Core network corridor "Mediterranean"		
Alignment	Algeciras – Bobadilla –Madrid – Zaragoza – Tarragona Madrid – Valencia – Sagunto – Teruel – Zaragoza 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	Road
	Zagreb – Budapest	
	Budapest – Miskolc – UA border	
	Lendava – Letenye	
	Vásárosnamény – UA border	Rail
	Almería – Murcia	
Missing link	Non-UIC gauge interoperable lines on the Iberian Peninsula	Rail
	Perpignan – Montpellier	
	Koper – Divača	
	Rijeka – Zagreb	
	Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	
		Inland Waterways

Core network corridor "Mediterranean"		
Alignment	Algeciras – Bobadilla –Madrid – Zaragoza – Tarragona Madrid – Valencia – Sagunto – Teruel – Zaragoza Sevilla – Bobadilla – Murcia Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona Tarragona – Barcelona – Perpignan – Toulouse /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	
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	Zagreb – Budapest	
	Budapest – Miskolc – UA border	
	Lendava – Letenye	
	Vásárosnamény – UA border	Rail
	Almería – Murcia	
Missing links	Non-UIC gauge interoperable lines on the Iberian Peninsula	Rail
	Perpignan – Montpellier	
	Koper – Divača	
	Rijeka – Zagreb	
	Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	
		Inland Waterways

13.

Core network corridor "North Sea – Baltic" <table><tr><td>Alignment</td><td colspan="3">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</td></tr><tr><td rowspan="6">Pre-identified sections</td><td rowspan="3">Cross-border</td><td>Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line</td><td>Rail</td></tr><tr><td>Świnoujście/Szczecin/ <i>Karniner Bridge</i> – Berlin</td><td>Rail/Inland Waterways</td></tr><tr><td>Via Baltica Corridor EE-LV-LT-PL</td><td>Road</td></tr><tr><td rowspan="6">Missing link</td><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 rowspan="2">Noordzeekanaal, IJssel, Twentekanaal</td><td></td></tr></table>				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			Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail	Świnoujście/Szczecin/ <i>Karniner Bridge</i> – Berlin	Rail/Inland Waterways	Via Baltica Corridor EE-LV-LT-PL	Road	Missing link	[...]	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	
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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)	
			Hamburg – Dresden – Praha – Pardubice	Inland waterways
	Missing link	Thessaloniki – Kavala	Rail	
	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	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	
		Ioannina – Kakavia (AL border)	
		Drobeta Turnu Severin/Craiova – Vidin – Montana	Inland waterways
Sofia – RS border			
Hamburg – Dresden – Praha – Pardubice			
Missing links	Igoumenitsa - Ioannina	Rail	
	Praha – Brno		
	Thessaloniki – Kavala – Alexandroupoli		
	Timișoara – Craiova		

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	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	
		Ioannina – Kakavia (AL border)	
		Drobeta Turnu Severin/Craiova – Vidin – Montana	Inland waterways
Sofia – RS border			
Hamburg – Dresden – Praha – Pardubice			
Missing links	Igoumenitsa - Ioannina	Rail	
	Praha – Brno		
	Thessaloniki – Kavala – Alexandroupoli		
	Timișoara – Craiova		

16.	<table><tr><th colspan="4">Core network corridor " Rhine – Alpine"</th></tr><tr><td rowspan="5">Alignment</td><td colspan="3">Genova – Milano – Lugano – Basel Genova – Novara – Brig – Bern – Basel – <i>Karlsruhe – Mannheim – Mainz – Koblenz – Köln</i> <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</td></tr><tr><td rowspan="4">Pre-identified sections</td><td rowspan="4">Cross-border</td><td>Zevenaar – Emmerich – Oberhausen</td></tr><tr><td>Karlsruhe – Basel</td></tr><tr><td>Milano/Novara – CH border</td></tr><tr><td><i>Antwerpen - Duisburg</i></td></tr><tr><td></td><td>Basel – Antwerpen/Rotterdam – Amsterdam</td><td>Inland waterways</td></tr><tr><td>Missing link</td><td>Genova – Tortona/Novi Ligure</td><td>Rail</td></tr></table>	Core network corridor " Rhine – Alpine"				Alignment	Genova – Milano – Lugano – Basel Genova – Novara – Brig – Bern – Basel – <i>Karlsruhe – Mannheim – Mainz – Koblenz – Köln</i> <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	Karlsruhe – Basel	Milano/Novara – CH border	<i>Antwerpen - Duisburg</i>		Basel – Antwerpen/Rotterdam – Amsterdam	Inland waterways	Missing link	Genova – Tortona/Novi Ligure	Rail	<table><tr><th colspan="3">Core network corridor " Rhine – Alpine"</th></tr><tr><td rowspan="5">Alignment</td><td colspan="2">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</td></tr><tr><td rowspan="4">Cross-border links</td><td>Zevenaar – Emmerich – Oberhausen</td><td rowspan="3">Rail</td></tr><tr><td>Karlsruhe – Basel</td></tr><tr><td>Milano/Novara – CH border</td></tr><tr><td>Basel – Antwerpen/Rotterdam – Amsterdam</td><td>Inland waterways</td></tr><tr><td>Missing link</td><td>Genova – Tortona/Novi Ligure</td><td>Rail</td></tr><tr><td></td><td>Zeebrugge – Gent</td><td></td></tr></table>	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		<table><tr><th colspan="3">Core network corridor " Rhine – Alpine"</th></tr><tr><td rowspan="5">Alignment</td><td colspan="2">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</td></tr><tr><td rowspan="4">Cross-border links</td><td>Zevenaar – Emmerich – Oberhausen</td><td rowspan="3">Rail</td></tr><tr><td>Karlsruhe – Basel</td></tr><tr><td>Milano/Novara – CH border</td></tr><tr><td>Basel – Antwerpen/Rotterdam – Amsterdam</td><td>Inland waterways</td></tr><tr><td>Missing link</td><td>Genova – Tortona/Novi Ligure</td><td>Rail</td></tr><tr><td></td><td>Zeebrugge – Gent</td><td></td></tr></table>	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																
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				<i>Helsingborg-Helsingør</i>					routes		
				<i>Copenhagen-Malmö</i>					København – Hamburg: Fehmarn belt fixed link	Rail/Road	
				København – Hamburg: Fehmarn belt fixed link	Rail/Road						
19.	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. Indicative list of cross-border links on the comprehensive network			
20.	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 the cross-border 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:				
21.	Dublin – Strabane – Letterkenny	Road	Dublin – Strabane – Letterkenny	Road	Dublin – Strabane – Letterkenny	Road	Dublin – Strabane – Letterkenny	Road	Dublin – Strabane – Letterkenny	Road	
	Pau – Huesca	Rail	<i>Derry – Sligo – Galway</i>	<i>Rail</i>	Pau – Huesca	Rail	Pau – Huesca	Rail	Pau – Huesca	Rail	
	Lyon – CH border	Rail	Pau – Huesca	Rail	Lyon – CH border	Rail	Lyon – CH border	Rail	Lyon – CH border	Rail	
	Athus – Mont-Saint-Martin	Rail	Lyon – CH border	Rail	Athus – Mont-Saint-Martin	Rail	Athus – Mont-Saint-Martin	Rail	Athus – Mont-Saint-Martin	Rail	
	Antwerpen – Duisburg	Rail	Athus – Mont-Saint-Martin	Rail	[...]	[...]	Breda – Venlo – Viersen – Duisburg	Rail	Breda – Venlo – Viersen – Duisburg	Rail	
	Mons - Valenciennes	Rail	[...]	[...]	Antwerpen – Duisburg	Rail	Antwerpen – Duisburg	Rail	Antwerpen – Duisburg	Rail	
	Gent – Terneuzen	Rail	Mons - Valenciennes	Rail	Mons - Valenciennes	Rail	Mons - Valenciennes	Rail	Mons - Valenciennes	Rail	
	Heerlen – Aachen	Rail	Gent – Terneuzen	Rail	Gent – Terneuzen	Rail	Gent – Terneuzen	Rail	Gent – Terneuzen	Rail	
	Groningen – Bremen	Rail	Heerlen – Aachen	Rail	Heerlen – Aachen	Rail	Heerlen – Aachen	Rail	Heerlen – Aachen	Rail	
	Stuttgart – CH border	Rail	Groningen – Bremen	Rail	Groningen – Bremen	Rail	Groningen – Bremen	Rail	Groningen – Bremen	Rail	
	Berlin – Rzepin/Horka – Wrocław	Rail	Stuttgart – CH border	Rail	Stuttgart – CH border	Rail	Stuttgart – CH border	Rail	Stuttgart – CH border	Rail	
	Prague – Linz	Rail	Berlin – Rzepin/Horka – Wrocław	Rail	Gallarate/Sesto Calende – CH border	Rail	Gallarate/Sesto Calende – CH border	Rail	Gallarate/Sesto Calende – CH border	Rail	
	Villach – Ljubljana	Rail	Prague – Linz	Rail	Berlin – Rzepin/Horka – Wrocław	Rail	Berlin – Rzepin/Horka – Wrocław	Rail	Berlin – Rzepin/Horka – Wrocław	Rail	
	Pivka – Rijeka	Rail	Villach – Ljubljana	Rail	Prague – Linz	Rail	Prague – Linz	Rail	Prague – Linz	Rail	
	Plzeň – České Budějovice – Wien	Rail	<i>Ancona – Foggia</i>	<i>Rail/Road</i>	Villach – Ljubljana	Rail	Villach – Ljubljana	Rail	Villach – Ljubljana	Rail	
	Wien - Gyor	Rail	Pivka – Rijeka	Rail	Pivka – Rijeka	Rail	Pivka – Rijeka	Rail	Pivka – Rijeka	Rail	
	Graz - Gyor	Rail	Plzeň – České Budějovice – Wien	Rail	Plzeň – České Budějovice – Wien	Rail	Plzeň – České Budějovice – Wien	Rail	Plzeň – České Budějovice – Wien	Rail	
	Neumarkt-Kalham - Mühldorf	Rail	Wien - Gyor	Rail	Wien - Gyor	Rail	Wien - Gyor	Rail	Wien - Győr	Rail	
	Amber Corridor PL-SK-HU	Rail	Graz – <i>Celldömölk</i> – Gyor	Rail	Graz - Celldömölk – Győr	Rail	Graz - Celldömölk – Győr	Rail	Graz - Celldömölk – Győr	Rail	
	Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road	Neumarkt-Kalham - Mühldorf	Rail	Neumarkt-Kalham - Mühldorf	Rail	Neumarkt-Kalham - Mühldorf	Rail	Neumarkt-Kallham - Mühldorf	Rail	
	Budapest – Osijek – Svilaj (BiH border)	Road	Amber Corridor PL-SK-HU	Rail	Amber Corridor PL-SK-HU	Rail	Amber Corridor PL-SK-HU	Rail	Amber Corridor PL-SK-HU	Rail	
Faro – Huelva	Rail	Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road	Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road	Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road	Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road		
Porto – Vigo	Rail	Budapest – Osijek – Svilaj (BiH border)	Road	Focșani – MD border	Road	Focșani – MD border	Road	Focșani – MD border	Road		
Giurgiu – Varna/Bourgas	Rail	<i>Timișoara – Moravița</i>	<i>Road</i>	Budapest – Osijek – Svilaj (BiH border)	Road	Budapest – Osijek – Svilaj (BiH border)	Road	Budapest – Osijek – Svilaj (BiH border)	Road		
Svilengrad – Pithio	Rail	Faro – Huelva	Rail	Faro – Huelva	Rail	Faro – Huelva	Rail	Faro – Huelva	Rail		
		Porto – Vigo	Rail	Porto – Vigo	Rail	Porto – Vigo	Rail	Porto – Vigo	Rail		
		<i>București</i> – Giurgiu – Varna/Bourgas	Rail	Giurgiu – Varna/Bourgas	Rail	Giurgiu – Varna/Bourgas	Rail	Giurgiu – Varna/Bourgas	Rail		
		Svilengrad – Pithio	Rail	Svilengrad – Pithio	Rail	Svilengrad – Pithio	Rail	Svilengrad – Pithio	Rail		
		<i>Siret – Suceava</i>	<i>Road</i>								
		<i>Focșani – Albița</i>	<i>Road</i>								
		<i>München – Salzburg – Laibach</i>	<i>Rail</i>								
		<i>Gallarate/Sesto C. – Laveno/Luino</i>	<i>Rail</i>								

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.	<i>Proposed compromise:</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 and with the aim of contributing to the Union's long term decarbonisation strategy.
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:	COM
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)] ;	<i>Proposed compromise:</i> (a) it shall be included in a cooperation agreement or any other kind of arrangement between at least two Member States and/or between at least one Member State and a third country or countries as set out [...] in Articles 8, 9, 11 and 13 of Directive (EU) 2018/2001.
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 [...];	Keep CGA
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]	COM
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:	COM
32.	(a) costs of electricity generation;	(a) costs of electricity generation;	(a) costs of electricity generation;	COM
33.	(b) system integration costs;	(b) system integration costs;	(b) system integration costs;	COM
34.	(c) cost of support;	(c) cost of support;	(c) cost of support;	COM
35.	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	COM
36.	(e) security of supply;	(e) security of supply;	(e) security of supply;	COM
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;	<i>Proposed compromise:</i> (f) air and other local pollution, such as effects on local nature and the environment ;
38.	(g) innovation.	(g) innovation.	(g) innovation.	COM

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 of 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.	<i>Proposed compromise:</i> (1) 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 at least two Member States and/or between at least one Member State and a third country or countries as set out [...] in Articles 8, 9, 11 and 13 of Directive (EU) 2018/2001 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.	COM
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.	<i>Proposed compromise:</i> (3) [...] The Commission shall set up and chair a group for cross-border-projects in the field of renewables, composed of representatives of all Member States and the Commission. The group shall adopt its own rules of procedure. (4) At least once a year, the Commission shall organise the process for selection as cross-border projects and, following evaluation, submit a list of eligible projects in the field of renewable energy that comply with the criteria set out in paragraph 2 and 3 to the group. (5) The group shall be given [] all available information on the eligible projects regarding []: - 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,

⁺ 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).

				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. <u>All recipients shall preserve the confidentiality of commercially sensitive information.</u> (6) The group shall invite to its meetings, as appropriate, promoters of eligible projects, third countries involved in eligible projects and any other relevant stakeholders. (7) On the basis of the evaluation results, the group shall [] agree on a draft list of projects to become cross-border projects in the field of renewable energy to be adopted in accordance with paragraph 8.
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.	(8) 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 referred to in paragraph (7) and taking into account paragraph (10), [...] and shall publish on its website the list of selected cross-border projects in the field of renewable energy.
44.				<i>Proposed compromise:</i> (9) The group shall monitor the implementation of the projects on the final list and make recommendations on how to overcome possible delays in their implementation. For this purpose, project promoters of the selected projects shall provide information on the implementation of their projects.

45.	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.	[...] covered by paragraph 1
46.	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.	(10) 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.
47.	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.	(11) 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.
48.	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.	[...] Covered by paragraph 8

49.	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	PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON INTEREST
50.	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	1. Gigabit connectivity <i>including 5G and other state-of-the-art</i> to socio-economic drivers
51.	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.	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 [...] additional area coverage generated, including households. The available budget shall be allocated in a geographically balanced manner across Member States.
52.	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to Gigabit including 5G and other state-of-art connectivity for:
53.	- 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 patients¹ ; ----- 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 patients¹ ; ----- 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 patients¹ ; ----- 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.	- [...] 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 patients¹ ; ----- 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.
54.	- 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 efficiency². ----- 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 efficiency². ----- 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 efficiency². ----- ² See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	- [...] 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 efficiency² ----- ² See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan
55.		- 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.		
56.	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities
57.	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:	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:

58.	- 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;	- 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;
59.	- 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:	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:
60.	- 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	- 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
61.	- supports access to innovative digital services;	- supports <i>equal</i> access to innovative digital services;	- supports access to innovative digital services;	- supports widespread access to innovative digital services;
62.	- 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;	- use the common visual identity to be provided by the Commission and link to the associated multi-lingual online tools;
63.	- 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.	- 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.
64.	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).	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).
65.	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.	Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.
66.	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.	The available budget shall be allocated in a geographically balanced manner across Member States.
67.	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.	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.
68.	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	3. Indicative list of 5G corridors <i>and cross-border backbone connections</i> eligible for funding

69.

In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025⁴, 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 CAM⁵ 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 corridors⁶.

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 2025⁴, 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 CAM⁵ 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 corridors⁶.

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 2025⁴, 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 CAM⁵ 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

In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025⁴, 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 CAM⁵ 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.

Furthermore, actions supporting deployment of backbone networks, including with submarine cables across Member States and between the Union and thrid countries or connecting European islands, pursuant to Article 9(4)(d), are also supported in order to provide necessary redundancy for such vital infrastructure, and to increase the capacity and resilience of the Union's digital networks.

70.

Core network corridor "Atlantic"	
Cross-border sections for CAM experimentation	Porto-Vigo and Merida-Evora <i>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

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	

Core network corridor "Atlantic"	
Cross-border sections for CAM experimentation	Porto-Vigo and Merida-Evora and Aveiro – Salamanca
More extensive section for larger scale deployment of CAM	Metz – Paris - Bordeaux – Bilbao – Vigo – Porto – Lisbon -Bilbao – Madrid – Lisbon

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

Core network corridor "Atlantic"	
Cross-border sections for CAM experimentation	Porto-Vigo and Merida-Evora <i>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
<i>Deployment of backbone networks, including with submarine cables</i>	<i>Azores/Madeira Islands - Lisbon</i>

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

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

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 – <i>Koper</i> – Trieste

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 – <i>Koper</i> / Trieste

76.	Core network corridor " Rhine – Alpine"		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)	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	More extensive section for larger scale deployment of CAM	Rotterdam – Oberhausen – Frankfurt (M) Basel – Milan – Genova
77.							Core network corridor "Rhine – Danube"	
	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	-	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 – Wien – Bratislava – Budapest – Osijek - Vukovar - 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 – Vienna – Budapest – Bucharest – <i>Iasi</i> /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		
78.							Core network corridor "Scandinavian – Mediterranean"	
	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	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	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	Via Carpathia	Klaipėda – Kaunas - Elk – Białystok – Lublin – Rzeszów - Barwinek