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15400/18 ADD 1 REV 2

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.

15400/18 ADD 1 REV 2 RH/sc 1
TREE.2.A **LIMITE EN**

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 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 railroad terminals of the TEN-T core network) Number of CEF supported actions contributing to the digitalisation of transport | Sectors Specific Objectives Transport: Efficient and interconnected networks and infrastructure for smart, interoperable, sustainable, multimodal, inclusive, safe and secure mobility Mumber 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 | Sectors Specific Objectives 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, VTMIS/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 infrastructure components adapted to requirements 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 rail freight noise Number of transport infrastructure components adapted to meet dual mobility (civil and defence) requirements | of mi us | fuel sup or upgra support Number support contribu of trans evelopment civilian- ilitary dual- | r of CEF ed actions ating to the safety port r of transport acture tents adapted to -military dual- | |
|----------|--|---|--|----------------|---|--|--|
| 3. Energ | y Contribution to interconnectivity and integration of markets Security of energy supply Security of energy supply Sustainable development through enabling decarbonisation Security of contribution to projects enabling increased penetration of renewable energy in the energy systems 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 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 interconnectivit and integration markets Security of ener supply Sustainable development through enablin decarbonisation | actions contributing to projects interconnecting MS networks and removing internal constraints Ty 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 | 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 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. | the digi con infr | ntribution to deployment of cital nectivity rastructure oughout the ropean 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 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: INDI TRANSPORT | | CENTAGES FOR THE | | : INDICATIVE PERO ORT SECTOR | CENTAGES FOR THE | | INDICATIVE PERC | ENTAGES FOR THE | |
| 6. | paragraph 2 (a) (a) (b) for the paragraph 2 (a): interconnected responsible of the paragraph 2 (b): inclusive, safe at For the actions I the budgetary return the core network network outside | the actions listed as "Actions relating networks"; the actions listed as "Actions relating and secure mobility listed at Article 9 esources should be k corridors, 10% as "Actions relating and secure mobility listed at Article 9 esources should be k corridors, 10% as "Actions relating and secure mobility listed at Article 9 esources should be k corridors, 10% as "Actions relating and secure mobility listed at Article 9 esources should be k corridors, 10% as "Actions relating and secure mobility listed at Article 9 esources should be k corridors, 10% as "Actions relating and secure mobility listed at Article 9 esources should be k corridors, 10% as "Actions relating and secure mobility listed at Article 9 esources should be k corridors, 10% as "Actions relating and secure mobility listed at Article 9 esources should be k corridors, 10% as "Actions relating and secure mobility listed at Article 9 esources should be k corridors, 10% as "Actions relating and secure mobility listed at Article 9 esources should be k corridors, 10% as "Actions relating and secure mobility listed at Article 9 esources should be k corridors, 10% as "Actions relating at the actions as "Actions relating at the actions as "Actions relating at the actions at the actions as "Actions relating at the actions | the distributed as follows: at Article 9 g to efficient and at Article 9 g to smart, sustainable, ty". paragraph 2 (a), 75% of e allocated to actions on to actions on the core a corridors and 15% to | paragraph - 60% "Actions r - 40% paragraph inclusive, Budgetary Article 9 p 75 % shou corridors, core netwo | 6 for the actions listed a clating to efficient and 6 for the actions listed 2 (b): "Actions relating safe and secure mobility resources used to final paragraph 2 (a) shall be allocated to action | e distributed as follows: at Article 9 paragraph 2 (a): interconnected networks "; at Article 9 g to smart, sustainable, y". nee actions listed in distributed as follows: ns on the core network core network outside the | paragraph - 60% paragraph and multim - 40% paragraph inclusive, s The budge paragraph - 85% "Actions re networks"; - 15% "Actions re secure mol For the act budgetary | nodal networks"; of for the actions listed a 2 (b): "Actions relating tare and secure mobility tary resources referred to 2 (a) (ii) shall be distributed of for the actions listed a relating to efficient, inter to for the actions listed a relating to smart, sustain collity". | tributed as follows: t Article 9 to efficient, interconnected t Article 9 to smart, sustainable, y". to in Article 4 uted as follows: t Article 9 paragraph 2(a): reconnected and multimodal t Article 9 paragraph 2(b): able, inclusive, safe and paragraph 2(a), 85% of the pecated to actions on the core | 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 OF AND PRE-IDENTIFIED SECTIONS; PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK | ENTIFIED | CORE NETV | VORK COR PRE-IDENT | <i>L PRIORITIES</i> , TR RRIDORS AND PRE TIFIED SECTIONS TWORK | E-IDENTIFIED | CORRIDORS | RANSPORT CORE N S AND [] CROSS-B HE COMPREHENSI | ORDER | | |
|-----|---|---|----------------------------------|--|--|---|---------------------------|--|---|---------------------------|---|
| 8. | | | -1a. Horizon SESAR devices | - | s TS, RIS, VTMISsma | rt technology | | | | | |
| 9. | Core network corridors and pre-identified set | ections | 1. Core ne | etwork corrid | ors and pre-identified | l sections | | twork corridors and [| | | etwork corridors and indicative list of links and missing links |
| 10. | | | Core networ | rk corridor ' | 'Atlantic" | | Core networ | k corridor "Atlantic" | | | |
| | Core network corridor "Atlantic" Alignment Gijón – León – Valladolid A Coruña – Vigo – Orense – León Zaragoza – Pamplona/Logroño – Tenerife/Gran Canaria – Huelva/S Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid Singa/Lichas – Madrid – Valladal | Bilbao Sanlúcar de | Alignment | A Coruña Zaragoza - Bordeaux Tenerife/Co Barrameda Algeciras - Madeira I Madrid - V Lisboa - A river/Vigo Aveiro - V Bergara - Tours - Pa Mannheim Shannon I Waterford Cherbourg Paris Dublin/Co | Aveiro – Leixões/Port | - Bilbao a/Sanlúcar de as/Lisboa - ao - Douro Gasteiz - a Rochelle - - osslare - scoff - - Rouen - | Alignment | Gijón – León – Vallad A Coruña – Vigo – O León – Zaragoza – Pamplona Bilbao Tenerife/Gran Canari Huelva/Sanlúcar de B Sevilla – Córdoba Algeciras – Bobadilla Sines/Lisboa – Madri Valladolid Lisboa – Aveiro – Lei Douro river Shannon Foynes/Du Le Havre – Rouen – Aveiro – Valladolid – Gasteiz – Bergara – Bilbao/Bordeaux – To Metz – Mannheim/Sti Saint Nazaire – Nante | rense – /Logroño – a – arrameda – - Madrid d – ixões/Porto – blin/Cork – Paris Vitoria- ours – Paris – rasbourg es – Tours | Core network 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 – Toulouse/Tours – Paris – Metz – Mannheim/Strasbourg |
| | Sines/Lisboa – Madrid – Valladol Lisboa – Aveiro – Leixões/Porto Aveiro – Valladolid – Vitoria-Gas Bilbao/Bordeaux – Tours – Paris – Mannheim/Strasbourg Saint Nazaire – Nantes – Tours Pre- identified sections Cross- Evora – Merida Vitoria-Gasteiz – San Sebastián – | – Douro river steiz – Bergara – – Le Havre/Metz | Pre- identified sections | Cross- border | Evora – Merida Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca Douro river (Via | Rail | Cross- border links | Evora – Merida Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca Douro river (Via Navegável do | Rail Inland waterways | Cross- border links | Shannon Foynes/Dublin/Cork – Saint Nazaire – Nantes – Tours Evora – Merida Rail Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca |
| | Bayonne – Bordeaux Aveiro – Salamanca Douro river (Via Navegável do Douro) | | | Missing link | Navegável do Douro) Paris (link Orly- Versailles and Orly-Ch. De Gaulle airport) | waterways Multimodal | Missing links | Non-UIC gauge interoperable lines on the Iberian Peninsula | Rail | Missing links | Douro river (Via Navegável do Douro) Non-UIC gauge interoperable lines on the Iberian Peninsula Inland waterways Rail |

| | | | | Core networ | rk corridor | "Baltic – Adriatic" | | | | | Core networ | k corridor "Baltic – Adria | atic" |
|------------------------|--|---|-----------------|--------------------|--|---|----------------------------|-----------------------|---|--|---------------------------|---|-----------------------|
| Core network Alignment | Gdynia – G Gdańsk – Katowice Szczecin/Ś | "Baltic – Adriatic" Gdańsk – Katowice/Sław Warszawa – Katowice – Ostrava – Brno – Wier Świnoujście – Poznań – V | 1 Wrocław – | Alignment | Gdańsk – Katowice Szczecin/ Wrocław Katowice Wien – G | Gdańsk – Katowice/Sła Warszawa – Katowice – Ostrava – Brno – Wi Świnoujście – Poznań - – Ostrava – Žilina – Bratislava – raz– Villach – Udine – Venezia – Padova – Bol | en - Wien Trieste | Core networ Alignment | k corridor "Baltic – Adriatio Gdynia – Gdańsk – Katowic Gdańsk – Warszawa – Kato Katowice – Ostrava – Brno Szczecin/Świnoujście – Poz – Ostrava | ce/Sławków owice/ Kraków – Wien znań – Wrocław | Alignment | Gdynia – Gdańsk – Katov Gdańsk – Warszawa – Katowice/ Kraków Katowice – Ostrava – Brr Szczecin/Świnoujście – P Wrocław – Ostrava Katowice – Bielsko-Biała | no – Wien Poznań – |
| Pre- | Wien – Gr Udine – V Ravenna – Graz – Ma Cross- | raz– Villach – Udine – T enezia – Padova – Bolog - Ancona uribor –Ljubljana – Kope Katowice – Ostrava | rieste gna – | Pre- identified | Ravenna - | - Ancona- <i>Foggia</i> aribor - Ljubljana - este Katowice - Ostrava | Rail | | Katowice – Bielsko-Biała – Bratislava – Wien Wien – Graz– Villach – Ud Udine – Venezia – Padova – Ravenna – Ancona Graz – Maribor – Ljubljana | ine – Trieste – Bologna – | | Bratislava – Wien Wien – Graz– Villach – U Udine – Venezia – Padov Ravenna – Ancona Graz – Maribor – Ljubljan Koper/Trieste | ra – Bologna – |
| identified sections | border | Katowice – Žilina Opole – Ostrava Bratislava – Wien Graz – Maribor Trieste – Divaca Katowice – Žilina Brno – Wien | Road | sections | | Katowice – Žilina Opole – Ostrava Bratislava – Wien Graz – Maribor Trieste – Divaca Katowice – Žilina Brno – Wien | Road | Cross-border links | Katowice/Opole – Ostrava – Brno Katowice – Žilina Bratislava – Wien Graz – Maribor Venezia – Trieste – | | Cross- border links | Katowice/Opole – Ostrava – Brno Katowice – Žilina Bratislava – Wien Graz – Maribor Venezia – Trieste – Divaca – Ljubljana | Rail |
| | Missing | Gloggnitz – | Rail | | Missing | Gloggnitz – | Rail | | Divaca – Ljubljana Katowice – Žilina Brno – Wien | Road | | 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 | Missing links | Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača | Rail |

| Alignment | Algeciras | – Bobadilla –Madri | id – | | | | | |
|------------|--|------------------------|------------|--|--|--|--|--|
| g | | Zaragoza – Tarragona | | | | | | |
| | Sevilla – Bobadilla – Murcia Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelo | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | Tarragon | a – Barcelona – Perp | oignan – | | | | | |
| | Marseille | - Genova/Lyon - T | orino – | | | | | |
| | | Milano – Bologna/V | Verona – | | | | | |
| | | Venezia – | | | | | | |
| | | Trieste/Koper – Lju | bljana – | | | | | |
| | Budapest | | | | | | | |
| | | /Rijeka – Zagreb – I | Budapest – | | | | | |
| | UA borde | | I B 11 | | | | | |
| Pre- | Cross- | Lyon – Torino: | Rail | | | | | |
| identified | border | base tunnel and | | | | | | |
| sections | | access routes | 1 | | | | | |
| | | Nice – | | | | | | |
| | | Ventimiglia | - | | | | | |
| | | Trieste – Divača | | | | | | |
| | | Ljubljana – | | | | | | |
| | | Zagreb | | | | | | |
| | | Zagreb – | | | | | | |
| | | Budapest | | | | | | |
| | | Budapest – | | | | | | |
| | | Miskolc – UA | | | | | | |
| | | border | | | | | | |
| | | Lendava – | Road | | | | | |
| | | Letenye | | | | | | |
| | | Vásárosnamény | | | | | | |
| | | – UA border | | | | | | |
| | Missing | Perpignan – | Rail | | | | | |
| | link | Montpellier | 1 | | | | | |
| | | Koper – Divača | | | | | | |
| | | Rijeka – Zagreb | 1 | | | | | |
| | | Milano – | Inland | | | | | |
| | | Cremona – | Waterway | | | | | |
| | | Mantova – Porto | | | | | | |
| | | Levante/Venezia | | | | | | |
| | | - Ravenna/Trieste | | | | | | |
| | <u> </u> | Tavenna/Trieste | L | | | | | |

| Alignment | Algeciras | – Bobadilla –Madrid | – Zaragoza | | | | |
|------------|--------------------------------------|--|--------------|--|--|--|--|
| 8 | - Tarragona | | | | | | |
| | Zaragoza – Teruel – Valencia/Sagunto | | | | | | |
| | | – Valencia – Madrid | | | | | |
| | | Bobadilla – Murcia | | | | | |
| | | a – Murcia – Valencia | | | | | |
| | | a/Palma de Mallorca | | | | | |
| | _ | a – Barcelona – Perpi | • | | | | |
| | | – Genova/Lyon – La Novara – Milano – | Spezia – | | | | |
| | | Novara – Milalio – Verona – Padova – V | anazia | | | | |
| | _ | Trieste/Koper – Ljub | | | | | |
| | Budapest | Trieste/Roper Ljub | ijana | | | | |
| | | – Narbonne | | | | | |
| | | /Rijeka – Zagreb – B | udapest – | | | | |
| | UA borde | 3 | | | | | |
| Pre- | Cross- | Lyon – Torino: | Rail | | | | |
| identified | border | base tunnel and | | | | | |
| sections | | access routes | | | | | |
| | | Barcelona – | | | | | |
| | | Perpignan | | | | | |
| | | Nice – | | | | | |
| | | Ventimiglia | | | | | |
| | | Trieste – Divača | | | | | |
| | | Ljubljana – | | | | | |
| | | Zagreb | | | | | |
| | | Zagreb – | | | | | |
| | | Budapest | | | | | |
| | | Budapest – | | | | | |
| | | Miskolc – UA | | | | | |
| | | border | D 1 | | | | |
| | | Lendava – | Road | | | | |
| | | Letenye | | | | | |
| | | Vásárosnamény – UA border | | | | | |
| | Missing | Perpignan – | Rail | | | | |
| | link | Montpellier | 1\a11 | | | | |
| | """ | Madrid – | | | | | |
| | | Zaragoza – | | | | | |
| | | Barcelona | | | | | |
| | | Koper – Divača | | | | | |
| | | Rijeka – Zagreb | | | | | |
| | | Milano – | Inland | | | | |
| | | Cremona – | Waterways | | | | |
| | | Mantova – | 11 alci ways | | | | |
| | | Ferrara – Porto | | | | | |
| | | Levante/Venezia | | | | | |
| | | -Trieste/ Ravenna | | | | | |
| | | - Porto Garibaldi | | | | | |

| Core networ | k corridor "Mediterranean" | |
|--------------|---|----------------|
| Alignment | Algeciras – Bobadilla –Madri | d – Zaragoza – |
| | Tarragona | |
| | Madrid - Valencia - Sagunt | to – Teruel – |
| | Zaragoza | |
| | Sevilla – Bobadilla – Murcia | |
| | Cartagena – Murcia – Valenc | ia – |
| | Tarragona/Palma de Mallorca | – Barcelona |
| | Tarragona – Barcelona – Perp | |
| | Marseille – Genova/Lyon – L | • |
| | Spezia /Torino – Novara – Mi | |
| | Bologna/Verona – Padova – V | |
| | Ravenna/Trieste/Koper – Ljul | |
| | Budapest | - |
| | Ljubljana/Rijeka – Zagreb – I | Budapest – UA |
| | border | - |
| Cross- | Barcelona – Perpignan | Rail |
| order links | Lyon – Torino: base tunnel | |
| | and access routes | |
| | Nice – Ventimiglia | |
| | Nice – Ventiningna | |
| | Venezia – Trieste – Divača – Ljubljana | |
| | Ljubljana – Zagreb | |
| | | |
| | Zagreb – Budapest | |
| | Budapest – Miskolc – UA border | |
| | Lendava – Letenye | Road |
| | Vácárosnomány IIA | |
| | Vásárosnamény – UA border | |
| Aissing link | Almería – Murcia | Rail |
| masnig illik | Anneria – Murcia | Kali |
| | Non-UIC gauge | |
| | interoperable lines on the | |
| | Iberian Peninsula | |
| | Perpignan – Montpellier | |
| | Koper – Divača | |
| | Rijeka – Zagreb | |
| | Milano – Cremona – | Inland |
| | Mantova – Porto | Waterways |
| | Levante/Venezia – | I |
| | Ravenna/Trieste | |

| C <mark>ore networ</mark> | k corridor "Mediterranea | n'' | | | | | |
|---------------------------|----------------------------------|------------------------------|--|--|--|--|--|
| Alignment | Algeciras – Bobadilla –Madrid – | | | | | | |
| S | Zaragoza – Tarragona | | | | | | |
| | Madrid – Valencia – Sag | unto – Teruel | | | | | |
| | – Zaragoza | | | | | | |
| | Sevilla – Bobadilla – Muro | cia | | | | | |
| | Cartagena – Murcia – Vale | encia – | | | | | |
| | Tarragona/Palma de Mallo | | | | | | |
| | Barcelona | | | | | | |
| | Tarragona – Barcelona – P | erpignan – | | | | | |
| | <u>Toulouse/</u> Marseille – Gen | ova/Lyon – La | | | | | |
| | Spezia/Torino – Novara – | Milano – | | | | | |
| | Bologna/Verona – Padova | | | | | | |
| | Ravenna/Trieste/Koper – I | _jubljana — | | | | | |
| | Budapest | | | | | | |
| | Ljubljana/Rijeka – Zagreb | Budapest – | | | | | |
| ~ | UA border | T = | | | | | |
| Cross- | Barcelona – Perpignan | Rail | | | | | |
| order links | Lyon Toring hass | - | | | | | |
| | 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 inks | Almería – Murcia | Rail | | | | | |
| | Non-UIC gauge | | | | | | |
| | interoperable lines on | | | | | | |
| | the Iberian Peninsula | 1 | | | | | |
| | Perpignan – Montpellier | | | | | | |
| | Koper – Divača | - | | | | | |
| | Rijeka – Zagreb | - | | | | | |
| | Milano – Cremona – | Inland | | | | | |
| | Mantova – Porto | Waterways | | | | | |
| | Levante/Venezia – | | | | | | |
| | | 1 | | | | | |

| Core netwo | rk corrido | r "North Sea – Baltic" | |
|------------|-----------------------|---|---------------|
| Alignment | | Helsinki – Tallinn – Riga | |
| | Ventspils Riga – K | | |
| | | – Kaunas – Vilnius | |
| | _ | - Warszawa | |
| | | er – Warszawa – Łódź – 1 | Poznań – |
| | | t/Oder – Berlin – Hambu | |
| | | atowice/Wrocław | _ |
| | Katowice | e – Wrocław – Falkenber | g – |
| | Magdebu | ırg | |
| | | /Świnoujście – Berlin – N | Magdeburg - |
| | | weig – Hannover | |
| | | r – Bremen – | |
| | | aven/Wilhelmshaven | |
| | | r – Osnabrück – Hengelo | – Almelo – |
| | | - Utrecht | |
| | | Amsterdam Antwormen | |
| | | - Rotterdam – Antwerpen r – Köln – Antwerpen | l |
| Pre- | Cross- | Tallinn – Rīga – | Rail |
| identified | border | Kaunas – Warszawa: | Kan |
| sections | ooraci | Rail Baltic new UIC | |
| Sections | | gauge fully | |
| | | interoperable line | |
| | | Świnoujście/Szczecin | Rail/Inlan |
| | | – Berlin | Waterway |
| | | Via Baltica Corridor | Road |
| | | EE-LV-LT-PL | |
| | Missing | Kaunas – Vilnius | Rail |
| | link | TT7 /T 1 '1 ' | |
| | | Warszawa/Idzikowice | |
| | | - Poznań/Wrocław, incl. connections to | |
| | | the planned Central | |
| | | Transport Hub | |
| | | Kiel Kanal | Inland |
| | | TEIOI IEMIMI | waterways |
| | | Berlin – Magdeburg – | , , acci , ay |
| | | Hannover; | |
| | | Mittellandkanal; | |
| | | western German | |
| | | canals | |
| | | Rhine, Waal | |
| | | Noordzookonool | - |
| | | Noordzeekanaal, IJssel, Twentekanaal | |
| | | 135501, 1 Welliekallaal | 1 |

| A 1: 4 | T1 - 8 TT -1 | -il.: Tallian Dian | | | | | | |
|------------|--|--|---------------|--|--|--|--|--|
| Alignment | | sinki – Tallinn – Riga | | | | | | |
| | Ventspils – Riga | | | | | | | |
| | Riga – Kaunas Klaipeda – Kaunas – Vilnius | | | | | | | |
| | Kaunas – W | | | | | | | |
| | | | a-4 | | | | | |
| | BY border – Warszawa – <i>Łódź/Poznań</i> – Frankfurt/Oder – Berlin – Hamburg – Kiel Łódź – | | | | | | | |
| | | _ | - Kiel Łodz – | | | | | |
| | Katowice/W | rociaw <i>ler – Rzeszów –</i> Katowice | Wasalaw | | | | | |
| | | | e – włociaw | | | | | |
| | | g – Magdeburg | مسريط مام | | | | | |
| | | vinoujście – Berlin – Mag | gaeburg – | | | | | |
| | | ig – Hannover | | | | | | |
| | Hannover – | | | | | | | |
| | | n/Wilhelmshaven | :: | | | | | |
| | | Osnabrück – / Kleve – Na | | | | | | |
| | Hengelo – Almelo – Deventer – Utrecht Utrecht – | | | | | | | |
| | Amsterdam | | | | | | | |
| | | otterdam – Antwerpen | | | | | | |
| D | | Köln – Antwerpen | Rail | | | | | |
| Pre- | Cross- border | Tallinn – Rīga – Kaunas/ <i>Vilnius</i> – | Kali | | | | | |
| identified | border | | | | | | | |
| sections | | Warszawa: Rail Baltic | | | | | | |
| | | new UIC gauge fully | | | | | | |
| | | interoperable line | D '' | | | | | |
| | | Antwerpen – Duisburg | Rail | | | | | |
| | | | Rail/Inland | | | | | |
| | | Świnoujście/Szczecin/ | | | | | | |
| | | Karniner Bridge – Berlin | Waterways | | | | | |
| | | Berlin | | | | | | |
| | | Via Baltica Corridor | Road | | | | | |
| | | EE-LV-LT-PL | | | | | | |
| | Missing | [] | Rail | | | | | |
| | link | Warezawa/Idzikowica | | | | | | |
| | | Warszawa/Idzikowice | | | | | | |
| | | - Poznań/Wrocław, incl. connections to | | | | | | |
| | | the planned Central | | | | | | |
| | | 1 * | | | | | | |
| | | Transport Hub | Inland | | | | | |
| | | Kiel Kanal | Inland | | | | | |
| | | Berlin – Magdeburg – | waterways | | | | | |
| | | Hannover; | | | | | | |
| | | Mittellandkanal; | | | | | | |
| | | western German | | | | | | |
| | | canals | | | | | | |
| | | Rhine, Waal | | | | | | |
| | | Noordzeekanaal, | | | | | | |
| | I | IJssel, Twentekanaal | | | | | | |
| | | I IJSSCI. I WCIIICKAIIAAI | | | | | | |
| | Upgradino | | Rail | | | | | |
| | Upgrading (double- | Ruhrgebiet – | Rail | | | | | |
| | Upgrading (double- track) | | Rail | | | | | |

| | 1 10 111:1: 7: | . D. | | | | | | |
|-----------|---|------------------|--|--|--|--|--|--|
| Alignment | Luleå – Helsinki – Tallinn – Riga | | | | | | | |
| | Ventspils – Riga | | | | | | | |
| | Riga – Kaunas | ., | | | | | | |
| | Klaipeda – Kaunas – V | ılnıus | | | | | | |
| | Kaunas – Warszawa | T / 1//D / | | | | | | |
| | BY border – Warszawa | | | | | | | |
| | Frankfurt/Oder – Berlin Łódź – Katowice/Wroc | • | | | | | | |
| | UA border – Rzeszów | | | | | | | |
| | Wrocław – Falkenberg | | | | | | | |
| | Szczecin/Świnoujście - | | | | | | | |
| | Magdeburg – Braunsch | | | | | | | |
| | Hannover – Bremen – | iweig – Haimovei | | | | | | |
| | Bremerhaven/Wilhelms | shaven | | | | | | |
| | Hannover – Osnabrück | | | | | | | |
| | – Deventer – Utrecht | Trengelo Timere | | | | | | |
| | Utrecht – Amsterdam | | | | | | | |
| | Utrecht – Rotterdam – Antwerpen | | | | | | | |
| | Hannover – Köln – Antwerpen | | | | | | | |
| Cross- | Tallinn – Rīga – | Rail | | | | | | |
| border | Kaunas – Warszawa: | 11411 | | | | | | |
| links | 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 | | | | | | | |

| Core netwo | rk corridor "North Sea | – Baltic'' | | | | | | | | |
|------------|---|-------------|--|--|--|--|--|--|--|--|
| Alignment | Luleå – Helsinki – Tallinn – Riga | | | | | | | | | |
| C | Ventspils – Riga | | | | | | | | | |
| | Riga – Kaunas | | | | | | | | | |
| | Klaipeda – Kaunas – V | ilnius | | | | | | | | |
| | Kaunas – Warszawa | | | | | | | | | |
| | BY border – Warszawa | _ | | | | | | | | |
| | Łódź/Poznań – Frankfu | | | | | | | | | |
| | Berlin – Hamburg – Ki | | | | | | | | | |
| | Łódź – Katowice/Wroc | | | | | | | | | |
| | UA border – Rzeszów | | | | | | | | | |
| | - Wrocław - Falkenber | | | | | | | | | |
| | | g – | | | | | | | | |
| | Magdeburg | Doulin | | | | | | | | |
| | Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – | | | | | | | | | |
| | | weig – | | | | | | | | |
| | Hannover Brown | | | | | | | | | |
| | Hannover – Bremen – | | | | | | | | | |
| | Bremerhaven/Wilhelms | | | | | | | | | |
| | Hannover – Osnabrück – Hengelo – | | | | | | | | | |
| | Almelo – Deventer – U | trecht | | | | | | | | |
| | Utrecht – Amsterdam | | | | | | | | | |
| | Utrecht – Rotterdam – | Antwerpen | | | | | | | | |
| | Hannover – Köln – Antwerpen | | | | | | | | | |
| Cross- | Tallinn – Rīga – | Rail | | | | | | | | |
| border | Kaunas – Warszawa: | | | | | | | | | |
| links | 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 | | | | | | | | |
| links | Tuanas Vinnas | Tturi | | | | | | | | |
| IIIKS | Warszawa/Idzikowice | | | | | | | | | |
| | Poznań/Wrocław, | | | | | | | | | |
| | incl. connections to | | | | | | | | | |
| | the planned Central | | | | | | | | | |
| | Transport Hub | | | | | | | | | |
| | Kiel Kanal | Inland | | | | | | | | |
| | ixioi ixanai | waterways | | | | | | | | |
| | Berlin – Magdeburg – | waterways | | | | | | | | |
| | Hannover; | | | | | | | | | |
| | Mittellandkanal; | | | | | | | | | |
| | western German | | | | | | | | | |
| | canals | | | | | | | | | |
| | | | | | | | | | | |
| | Rhine, Waal | | | | | | | | | |

Noordzeekanaal, IJssel, Twentekanaal

| Core netwo | | | | | | | |
|------------|--|---|------------|--|--|--|--|
| | rk corrido | r "North Sea – Medit | erranean" | | | | |
| Alignment | Belfast – | Dublin – Shannon Foy | nes/Cork | | | | |
| | | /Edinburgh – Liverpool | | | | | |
| | – Birming | | | | | | |
| | Birmingh | | | | | | |
| | | ve/London/Southampto | | | | | |
| | | - Lille – Brussel/Bruxel | | | | | |
| | | nm – Rotterdam – Antw | | | | | |
| | Brussel/Bruxelles – Luxembourg | | | | | | |
| | Luxembourg – Metz – Dijon – Macon – | | | | | | |
| | Lyon – Marseille | | | | | | |
| | Luxembourg – Metz – Strasbourg – Basel | | | | | | |
| | Antwerpen/Zeebrugge – Gent – | | | | | | |
| Pre- | Cross- | Dunkerque/Lille – Paris Cross- Brussel/Bruxelles – | | | | | |
| identified | border | Luxembourg – | Rail | | | | |
| sections | border | Strasbourg | | | | | |
| sections | | Terneuzen – Gent | Inland | | | | |
| | | Tornouzon Gont | waterway | | | | |
| | | Seine – Escaut | , acci way | | | | |
| | | Network and the | | | | | |
| | | related Seine, | | | | | |
| | | Escaut and Meuse | | | | | |
| | | river basins | | | | | |
| | | Rhine-Scheldt | | | | | |
| | | corridor | | | | | |
| | Missing | Albertkanaal/Canal | Inland | | | | |
| | link | Bocholt-Herentals Dunkerque – Lille | waterway | | | | |
| | | | | | | | |

| Alignment | [] <i>Derry – Sligo – Galway</i> – Shannon | | | | | | | | |
|-----------|---|--------------------------------------|-----------|--|--|--|--|--|--|
| | Foynes/Cork | | | | | | | | |
| | [] | | | | | | | | |
| | [] | | | | | | | | |
| | Baile Átha Cliath/Dublin/Corcaigh/Cork – | | | | | | | | |
| | Zeebrugge/Antwerpen/Rotterdam | | | | | | | | |
| | Dublin – Cork – Calais – Dunkerque – | | | | | | | | |
| | | e – Anvers – Rotterdan | | | | | | | |
| | 1 - 3 | Border– Lille – Brussel | | | | | | | |
| | 1 | Lille – cross-border ra | | | | | | | |
| | 1 | -Quiévrain-Valencieni | ies – | | | | | | |
| | Brussel/B | | 250 | | | | | | |
| | Amsterdam – Rotterdam – Antwerp – | | | | | | | | |
| | Brussel/Bruxelles – Luxembourg | | | | | | | | |
| | Luxembourg – Metz – Dijon – Macon – Lyon – Marseille | | | | | | | | |
| | Luxembourg – Metz – Strasbourg – Basel | | | | | | | | |
| | Antwerpen/Zeebrugge – Gent – | | | | | | | | |
| | Dunkerque/Lille – Paris | | | | | | | | |
| Pre- | Cross- | Brussel/Bruxelles – | Rail | | | | | | |
| dentified | border | Luxembourg – | | | | | | | |
| sections | | Strasbourg | | | | | | | |
| | | Terneuzen – Gent | Inland | | | | | | |
| | | | waterways | | | | | | |
| | | Seine – Escaut | | | | | | | |
| | | Network and the | | | | | | | |
| | | related Seine, | | | | | | | |
| | | Escaut and Meuse | | | | | | | |
| | | river basins | | | | | | | |
| | | Rhine-Scheldt | | | | | | | |
| | 3.6. | corridor | 7 1 1 | | | | | | |
| | Missing | Albertkanaal/Canal | Inland | | | | | | |
| | link | Bocholt-Herentals Dunkerque – Lille | waterways | | | | | | |
| | 1 | I I IIInkerone – I ille | 1 | | | | | | |

| Core netwo | rk corridor "North Sea – Medit | erranean" |
|------------------|--|---|
| Alignment | Belfast – Dublin – Shannon Foy Shannon Foynes/Dublin/Cork Le Havre/Calais/ Dunkerque/Zeebrugge/Terner Antwerpen/Rotterdam/Amste Glasgow/Edinburgh – Liverpoo – Birmingham Birmingham – Felixstowe/London/Southampto London – Lille – Brussel/Bruxe Amsterdam – Rotterdam – Antv Brussel/Bruxelles – Luxembour Luxembourg – Metz – Dijon – I Lyon – Marseille Luxembourg – Metz – Strasbou Antwerpen/Zeebrugge – Gent – Calais/Dunkerque/Lille – Paris- Le Havre | uzen/Gent/ rdam l/Manchester on lles verp – rg Macon – rg – Basel |
| Cross- border | Brussel/Bruxelles – Luxembourg – Strasbourg | Rail |
| links | Terneuzen – Gent Seine – Escaut Network and | Inland waterways |
| | the related Seine, Escaut and Meuse river basins Rhine-Scheldt corridor | _ |
| Missing link | Albertkanaal/ Canal Albert and Canal Bocholt-Herentals Dunkerque – Lille | Inland waterways |

| Mediterran | | | | | | | |
|------------|-----------------------------------|---------------------------|--|--|--|--|--|
| Alignment | Belfast UK border – Dublin | Shannon | | | | | |
| | Foynes/Cork | | | | | | |
| | Shannon Foynes/Dublin/Cor | k – | | | | | |
| | Le Havre/Calais/ | | | | | | |
| | Dunkerque/Zeebrugge/Terne | euzen/Gent/ | | | | | |
| | Antwerpen/Rotterdam/Amst | erdam | | | | | |
| | Glasgow/Edinburgh Live | rpool/ | | | | | |
| | Manchester Birmingham | | | | | | |
| | Birmingham Felixstowe/ | | | | | | |
| | London/Southampton | | | | | | |
| | London UK border – Lille – | - | | | | | |
| | Brussel/Bruxelles | | | | | | |
| | Amsterdam – Rotterdam – Antwerp – | | | | | | |
| | Brussel/Bruxelles – Luxemb | ourg | | | | | |
| | Luxembourg – Metz – Dijon | - Macon - | | | | | |
| | Lyon – Marseille | | | | | | |
| | Luxembourg - Metz - Strast | oourg – | | | | | |
| | Basel | | | | | | |
| | Antwerpen/Zeebrugge – Ger | nt — | | | | | |
| | Calais/Dunkerque/Lille – Pa | ris- 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 | | | | | |
| links | and Canal Bocholt- | waterways | | | | | |
| | | 1 | | | | | |
| | Herentals | | | | | | |

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

| Core netwoi | rk corridor | "Orient/East-Med" | | | | | | |
|-------------|---|--|-------------|--|--|--|--|--|
| Alignment | Hamburg - | Hamburg – Berlin | | | | | | |
| | | Berlin – Dresden | | | | | | |
| | 1 | ven/Wilhelmshaven – I | Magdeburg – | | | | | |
| | Dresden Dresden – Ústí nad Labem – Melnik/Praha – | | | | | | | |
| | 1 | Usti nad Labem – Me Labem/Poříčany – Koli | | | | | | |
| | 1 - | rdubice – Brno – Wiei | | | | | | |
| | 1 | – Arad – Timişoara – C | | | | | | |
| | | Vidin – Sofia | | | | | | |
| | Sofia – Plo | ovdiv – Burgas | | | | | | |
| | | TR border – Alexandro | | | | | | |
| | | Thessaloniki – Ioannina | a – | | | | | |
| | 1 | goumenitsa | | | | | | |
| | | oorder – Thessaloniki essaloniki – Athina – | | | | | | |
| | | onio – Heraklion – Ler | nesos | | | | | |
| | | – Lefkosia | 110000 | | | | | |
| | / | 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) | - Roud | | | | | |
| | | Craiova – Vidin | 1 | | | | | |
| | | Hamburg – | Inland | | | | | |
| | | Dresden – Praha – | waterways | | | | | |
| |) (i.e., i | Pardubice | D. 1 | | | | | |
| | Missing | Thessaloniki – | Rail | | | | | |
| | link | Kavala Budapest | - | | | | | |
| | | Kelenföld – | | | | | | |
| | | Ferencváros | | | | | | |
| | | Szolnok train | 1 | | | | | |
| | | station | | | | | | |

| Alignment | Hamburg – Berlin | | | | | | |
|----------------------|--|--------------|--|--|--|--|--|
| | Rostock – Berlin – Dresden | | | | | | |
| | Bremerhaven/Wilhelmsha | ven – | | | | | |
| | Magdeburg – Dresden | | | | | | |
| | Dresden – Ústí nad Labem | 1 — | | | | | |
| | Melnik/Praha – Lysá nad | | | | | | |
| | Labem/Poříčany – Kolin | | | | | | |
| | Kolin – Pardubice – Brno | _ | | | | | |
| | Wien/Bratislava – Budape | st – Arad – | | | | | |
| | Timișoara – Craiova – Cal – Sofia | afat – Vidin | | | | | |
| | Sofia – RS border/FYRC | | | | | | |
| | Sofia – Plovdiv – Burgas/ | | | | | | |
| | [] TR border – Alexand | | | | | | |
| | Kavala – Thessaloniki – Id | oannina – | | | | | |
| | Kakavia/Igoumenitsa | ., . | | | | | |
| | FYROM border – Thessal | | | | | | |
| | Sofia – Thessaloniki – Ath | | | | | | |
| | Piraeus/Ikonio – Heraklion | | | | | | |
| | (Vasiliko) – Lefkosia/Lar | | | | | | |
| O 1 | Athina – Patras/Igoumenit Dresden – Praha/ Kolín | | | | | | |
| Cross-border inks | Wien/Bratislava – | Rail | | | | | |
| IIIKS | | | | | | | |
| | Budapest Békéscsaba – Arad – | - | | | | | |
| | | | | | | | |
| | Timişoara Craiova – Calafat – | 4 | | | | | |
| | Vidin – Sofia – | | | | | | |
| | Thessaloniki | | | | | | |
| | Sofia – RS | - | | | | | |
| | border/FYROM border | | | | | | |
| | TR border – | - | | | | | |
| | Alexandropouli | | | | | | |
| | FYROM border – | - | | | | | |
| | Thessaloniki | | | | | | |
| | Ioannina – Kakavia (AL | Road | | | | | |
| | border) | Road | | | | | |
| | | 1 | | | | | |
| | Drobeta Turnu | | | | | | |
| | Severin/Craiova – | | | | | | |
| | Vidin – Montana | | | | | | |
| | Sofia – RS border | 1 | | | | | |
| | Hamburg – Dresden – | Inland | | | | | |
| | Praha – Pardubice | waterways | | | | | |
| Missing links | Igoumenitsa - Ioannina | Rail | | | | | |
| | Praha – Brno | | | | | | |
| | January Dino | | | | | | |
| | Thessaloniki – Kavala – | | | | | | |
| | Alexandropouli | | | | | | |
| | Timișoara – Craiova | 1 | | | | | |

| Alignment | Hamburg – Berlin | | | | | | |
|---------------|------------------------------------|---------------|--|--|--|--|--|
| 8 | Rostock – Berlin – Dresden | | | | | | |
| | Bremerhaven/Wilhelmshaven – | | | | | | |
| | Magdeburg – Dresden | | | | | | |
| | Dresden – Ústí nad Labem - | _ | | | | | |
| | Melnik/Praha – Lysá nad | | | | | | |
| | Labem/Poříčany – Kolin | | | | | | |
| | Kolin – Pardubice – Brno – | | | | | | |
| | Wien/Bratislava – Budapest | | | | | | |
| | Timișoara – Craiova – Cala | | | | | | |
| | – Sofia Sofia – RS border/FYROM | / hondon | | | | | |
| | Sofia – Plovdiv – Burgas/T | | | | | | |
| | TR border – Alexandropoul | | | | | | |
| | Thessaloniki – Ioannina – | i - ixavaia – | | | | | |
| | Kakavia/Igoumenitsa | | | | | | |
| | FYROM border – Thessalor | niki | | | | | |
| | Sofia – Thessaloniki – Athir | | | | | | |
| | Piraeus/Ikonio – Heraklion | | | | | | |
| | (Vasiliko) – Lefkosia/Larna | | | | | | |
| | Athina – Patras/Igoumenitsa | | | | | | |
| Cross-border | Dresden – Praha/ Kolín | Rail | | | | | |
| links | Wien/Bratislava – | | | | | | |
| | Budapest | | | | | | |
| | Békéscsaba – Arad – | | | | | | |
| | Timişoara | | | | | | |
| | Craiova – Calafat – Vidin | 1 | | | | | |
| | – Sofia – Thessaloniki | | | | | | |
| | Sofia – RS | | | | | | |
| | border/FYROM border | | | | | | |
| | TR border – | 1 | | | | | |
| | Alexandropouli | | | | | | |
| | FYROM border – | 1 | | | | | |
| | Thessaloniki | | | | | | |
| | Ioannina – Kakavia (AL | Road | | | | | |
| | border) | | | | | | |
| | Drobeta Turnu | | | | | | |
| | Severin/Craiova – | | | | | | |
| | Vidin – Montana | | | | | | |
| | Sofia – RS border | | | | | | |
| | Hamburg – Dresden – | Inland | | | | | |
| | Praha – Pardubice | waterways | | | | | |
| Missing links | Igoumenitsa - Ioannina | Rail | | | | | |
| | Praha – Brno | | | | | | |
| | Thessaloniki – Kavala – | 1 | | | | | |
| | Alexandropouli | | | | | | |
| | Timișoara – Craiova | 1 | | | | | |

| 16. | | | | | Core networ | rk corrido | r " Rhine – Alpine" | | | | | | | |
|-----------------------|---|--|--|--|--------------------------------|--|--|--|--------------------|--|---|--------------------|--|---|
| | | | | | Alignment | Genova – reestablis | Milano – Lugano – Base Novara – Brig – Bern – I Shment cross-border rail (Breisgau)-Colmar – Ra | Basel - bridge | Core network | corridor " Rhine – Alpine" | | | corridor " Rhine – Alpine Genova – Milano – Lugan | |
| Core ne | etwork | corrido | r " Rhine – Alpine" | | | <i>Haguena</i> Karlsruhe Köln | e – Mannheim – Mainz – I Verona - Trento - Bozen | n – Koblenz – | Alignment | Genova – Milano – Lugano Genova – Novara – Brig – E – Karlsruhe – Mannheim – I Koblenz – Köln | Bern – Basel | Alignment | Genova – Milano – Lugan Genova – Novara – Brig – Basel – Karlsruhe – Mann Mainz – Koblenz – Köln Köln – Düsseldorf – Duist | - Bern – heim – |
| Alignm | G K K K N | Genova – Karlsruhe Köln Köln – Di Nijmegen Nijmegen | Milano – Lugano – Base Novara – Brig – Bern – e – Mannheim – Mainz – üsseldorf – Duisburg – J/Arnhem – Utrecht – An a – Rotterdam – Vlissinge | Basel – Koblenz – nsterdam | | Innsbruck Corridor Köln – Di Nijmegen Nijmegen Köln – Li Liège – A | k - München, including to usseldorf – Duisburg – n/Arnhem – Utrecht – Am n – Rotterdam – Vlissinger dège – Bruxelles/Brussel – antwerpen – Gent – Zeebr | sterdam n Gent ugge | | Köln – Düsseldorf – Duisbu Nijmegen/Arnhem – Utrech Amsterdam Nijmegen – Rotterdam – VI Köln – Liège – Bruxelles/Br Gent Liège – Antwerpen – Gent – | t – issingen russel – | | Nijmegen/Arnhem – Utrec Amsterdam Nijmegen – Rotterdam – V Köln – Liège – Bruxelles/I Gent Liège – Antwerpen – Gent Zeebrugge | cht – Vlissingen Brussel – t – |
| Pre- | L | iège – A | ège – Bruxelles/Brussel antwerpen – Gent – Zeeb Zevenaar – Emmerich | rugge | Pre- identified sections | Cross- border | Zevenaar – Emmerich – Oberhausen Karlsruhe – Basel | Rail | Cross-border links | Zevenaar – Emmerich – Oberhausen | Rail | Cross-border links | Zevenaar – Emmerich – Oberhausen | Rail |
| identific sections | ed bo | order | OberhausenKarlsruhe – Basel | | | | Milano/Novara – CH border | | | Karlsruhe – Basel Milano/Novara – CH border | | | Karlsruhe – Basel Milano/Novara – CH border | _ |
| | | | Milano/Novara – CH border Basel – | Inland | | | Antwerpen - Duisburg Basel – | Inland | | Basel – Antwerpen/Rotterdam – Amsterdam | Inland waterways | | Basel – Antwerpen/Rotterdam – Amsterdam | Inland waterways |
| | N | Aigain a | Antwerpen/Rotterdam – Amsterdam | waterways Rail | | Missing | Antwerpen/Rotterdam – Amsterdam | waterways Rail | Missing link | Genova – Tortona/Novi Ligure | Rail | Missing link | Genova – Tortona/Novi Ligure | Rail |
| | l l | Missing ink | Genova – Tortona/Novi Ligure | Kall | | link | Genova – Tortona/Novi Ligure | Kall | | Zeebrugge – Gent | | | Zeebrugge – Gent | |
| 17. Core ne | twork c | corrido | "Rhine – Danube" | | Core netw | ork corrid | lor "Rhine – Danube" | | Core netwo | ork corridor "Rhine – Danub | e" | Core netwo | rk corridor "Rhine – Danu | ıbe" |
| Alignme | Str -] M Ži W Vu W Br Su | trasbourg Nürnber Iünchen/ ilina – K /els/Linz ukovar /ien/Brat rašov/Cr ulina | g – Stuttgart – München- g – Mannheim – Frankfur g – Regensburg – Passau Nürnberg – Praha – Ostr ošice – UA border e – Wien – Bratislava – B sislava – Budapest – Arad raiova – Bucurešti – Cons | rt – Würzburg ı – Wels/Linz ava/Přerov – sudapest – | Alignmen | Münche Strasbo – Nürnh Münche Žilina – Wels/Li Vukova Wien/B Brašov/ | Strasbourg – Stuttgart – A en – Salzburg – Wels/Lin: urg – Mannheim – Frankf berg – Regensburg – Passe en/Nürnberg – Praha – Os Košice – UA border inz – Wien – Bratislava – ur statislava – Budapest – Ar (Craiova – Bucurešti – Fo order) / Constanta – Sulins | z Turt – Würzburg au – Wels/Linz trava/Přerov – Budapest – ad – cșani – Albita | | Strasbourg – Stuttgart – Mür Wels/Linz Strasbourg – Mannheim – Fr Würzburg – Nürnberg – Reg Passau – Wels/Linz München/Nürnberg – Praha Ostrava/Přerov – Žilina – Ko border Wels/Linz – Wien – Bratisla – Vukovar Wien/Bratislava – Budapest | rankfurt – gensburg – – ošice – UA ava – Budapest | Alignment | Strasbourg – Stuttgart – Mi Wels/Linz Strasbourg – Mannheim – I Würzburg – Nürnberg – Re – Passau – Wels/Linz München/Nürnberg – Prah Ostrava/Přerov – Žilina – K UA border Wels/Linz – Wien – Bratis Budapest – Vukovar Wien/Bratislava – Budapes | Frankfurt – egensburg a – Košice – lava – |
| identifie sections | e d bo | order | Nürnberg – Plzen | _ | Pre- identified sections | Cross- border | München – Praha Nürnberg – Plzen | Rail | Cross- | Brašov/Craiova – Bucurešti Sulina München – Praha | – Constanta – Rail | Cross- | Brašov/Craiova – Bucurešt Constanta – Sulina München – Praha | ti – Rail |
| | | | München – Mühldorf – Freilassing - Salzburg Strasbourg – Kehl | | Sections | | München – Mühldorf - Freilassing - Salzburg | I | border links | Nürnberg – Plzen | | border links | Nürnberg – Plzen | Tun |
| | | | Appenweier Hranice – Žilina Wien – | _ | | | Strasbourg – Kehl Appenweier Hranice – Žilina | | | München – Mühldorf – Freilassing - Salzburg Strasbourg – Kehl Appenweier | | | München – Mühldorf – Freilassing - Salzburg Strasbourg – Kehl Appenweier | |
| | | | Bratislava/Budapest Bratislava – Budapest | | | | Wien – Bratislava/Budapest Bratislava – Budapest | | | Hranice – Žilina Košice – UA border | | | Hranice – Žilina Košice – UA border | |
| | | F | Békéscsaba – Arad | 1 | | | | | _ | Wien – Bratislava/Budapest | _ | | Wien – | |
| | | | | | <u> </u> | | | | | w icii — Diausiava/Duuapest | | | VV 1011 — | |

| | Missing link | Danube (Kehlheim - Constanţa/Midia/Sulina) and the related Sava and Tisza river basins Zlín – Žilina Stuttgart – Ulm Salzburg – Linz Arad – Craiova Bucureşti – Constanţa | Inland Waterways Road Rail | | Missing link | Salzburg – Linz Arad – Craiova București – Constanța Arad - Brasov Brasov - Predeal | Road Rail Rail Rail | Missing links | Bratislava – Budapest Békéscsaba – Arad– Timişoara Danube (Kehlheim - Constanţa/Midia/Sulina) and the related Váh, Sava and Tisza river basins Zlín – Žilina Stuttgart – Ulm Salzburg – Linz [] Craiova – București []Sighișoara – Predeal | Inland Waterways Road Rail | Missing links | Bratislava/Budapest Bratislava – Budapest Békéscsaba – Arad– Timişoara Danube (Kehlheim - Constanţa/Midia/Sulina) and the related Váh, Sava and Tisza river basins Zlín – Žilina Stuttgart – Ulm Salzburg – Linz Craiova – București | Inland Waterways Road Rail |
|--------------------------------|--|---|--|------------------------|--|--|--|--------------------------|---|---|---------------------------|---|---|
| | | | | | | București - Craiova | Rail |] | | | | Sighișoara – Predeal | 1 |
| 18. | | | | Core networ | k corridor | "Scandinavian – Medite | rranean" | | | | Core network Mediterrane | k corridor "Scandinavian | ı — |
| Core networ | RU bord | r "Scandinavian – Medite er – Hamina/Kotka – Helsi aantali – Stockholm – Örel | nki – | Alignment | Turku/Na Malmö Narvik/O | er – Hamina/Kotka – Helsii iantali – Stockholm – Öreb ulu – Luleå – Umeå – Stoc oteburg – Malmö – Trelleb | oro – | | k corridor "Scandinavian – | | | RU border – Hamina/Kotk Helsinki – Turku/Naantali Stockholm – Örebro(Hallsberg)/Linköj | - |
| | Malmö Narvik/C Oslo – G Malmö – Aalborg Københa Hannove Bremerh Nürnberg Rostock Nürnberg Bologna Livorno/ – Bari – | Oulu – Luleå – Umeå – Stor Foteburg – Malmö – Trellet - København – Fredericia – - Hirtshals/Frederikshavn Ivn – Kolding/Lübeck – Ha er aven – Bremen – Hannove | ckholm borg - Aarhus – umburg – r – hen - Verona – | Pre- | Malmö – Aalborg - Københa Hannove Bremerha Nürnberg Rostock - Erfurt/W Nürnberg Bologna - Livorno/l – Bari – Napoli – Palermo/. Cross- | nven – Bremen – Hannover Berlin – <i>Halle</i> /Leipzig – Seimar – München München – Innsbruck – Ancona/Firenze La Spezia – Firenze – Rom Faranto – Valletta Cagliari /Gioia Tauro – Augusta – Valletta – Marsa RU border – | Aarhus – mburg – r – Verona – a – Napoli | Mediterrane Alignment | RU border – Hamina/Kotka – H Turku/Naantali – Stockholm – Örebro(Hallsberg)/Linköping – Narvik/Oulu – Luleå – Stockholm/Örebro(Hallsberg) Oslo – Goteburg – Malmö – Tre Malmö – København – Frederic Aarhus – Aalborg - Hirtshals/Frederikshavn København – Kolding/Lübeck – Hannover Bremerhaven – Bremen – Hann Nürnberg Rostock – Berlin – Leipzig – M Nürnberg – München – Innsbrue | - Malmö Umeå – elleborg ia – - Hamburg over – ünchen ck – | | Malmö Narvik/Oulu – Luleå – Stockholm/Örebro(Hallsh Oslo – Goteburg – Malmö Trelleborg Malmö – København – Fre Aarhus – Aalborg - Hirtshals/Frederikshavn København – Kolding/Lüb Hamburg – Hannover Bremerhaven – Bremen – I – Nürnberg Rostock – Berlin – Leipzig München Nürnberg – München – Inr Verona – Bologna – Ancor | perg) - edericia – eeck – Hannover g – nsbruck – na/Firenze |
| Pre- identified sections | Cross-border | Helsinki København – Hamburg: Fehmarn belt fixed link access routes München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes | ail/Road | identified sections | border | Helsinki København – Hamburg: Fehmarn belt fixed link access routes München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes Trelleborg - Malmö - Göteborg - No border (cross- border, rail) Göteborg-Oslo | | Cross-border links | København – Hamburg: Fehmarn belt fixed link access routes München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes | Roma – | Cross- border links | Livorno/La Spezia – Firenz – Napoli – Bari – Taranto – Valletta/Marsaxlokk Cagliari – Napoli – Gioia Palermo/Augusta – Valletta/Marsaxlokk RU border – Helsinki København – Hamburg: Fehmarn belt fixed link access routes München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access | - |

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ANNEX
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| 19. | 2. Pre-identified sections on the comprehensive nreferred to at Article 9(2)(a)(ii) of this Regulation notably the following sections: | etwork | Helsingør Copenhagen- Malmö København — Hamburg: Fehmarn belt fixed link 2. Pre-identified sections on the comprehensiv referred to at Article 9(2)(a)(i) and the cross-bord comprehensive network referred to at Article 9(2)(Regulation include notably the following sections: | we network er links of the (a)(ii) of this | 2. Indicative list of cross-border links [] comprehensive network The cross-border sections of the comprehensive referred to at Article 9(2)(a)(ii) of this Regulation notably the following sections: | network | Rail. København – Hamburg: Fehmarn belt fixed link 2. Indicative list of cross-border links comprehensive network The cross-border sections of the comprehen network referred to at Article 9(2)(a)(ii) of Regulation include notably the following se | nsive this |
|-----|--|--------------|--|--|---|--|---|----------------------|
| 21. | Dublin – Strabane – Letterkenny Pau – Huesca | Road Rail | Dublin – Strabane – Letterkenny Derry – Sligo – Galway | Road Rail | Dublin – Strabane – Letterkenny Pau – Huesca | Road Rail | Dublin – Strabane – Letterkenny Pau – Huesca | Road Rail |
| | Lyon – CH border Athus – Mont-Saint-Martin | Rail Rail | Pau – Huesca Lyon – CH border | Rail Rail | Lyon – CH border Athus – Mont-Saint-Martin | Rail Rail | Lyon – CH border Athus – Mont-Saint-Martin | Rail Rail |
| | Antwerpen – Duisburg Mons - Valenciennes | Rail Rail | Athus – Mont-Saint-Martin | Rail [] | Breda - Venlo - Viersen - Duisburg Antwerpen - Duisburg | Rail Antwe Rail Mons Rail Gent - | Breda – Venlo – Viersen – Duisburg Antwerpen – Duisburg | Rail Rail |
| | Gent – Terneuzen Heerlen – Aachen | Rail Rail | Mons - Valenciennes Gent – Terneuzen | Rail Rail Rail Rail Rail Rail Rail Rail | Mons - Valenciennes Gent – Terneuzen | | Mons - Valenciennes Gent – Terneuzen | Rail Rail |
| | Groningen – Bremen Stuttgart – CH border | Rail Rail | Heerlen – Aachen Groningen – Bremen | | Heerlen – Aachen Groningen – Bremen | Rail Rail | Heerlen – Aachen Groningen – Bremen | Rail Rail |
| | Berlin – Rzepin/Horka – Wrocław Prague – Linz | Rail Rail | Stuttgart – CH border Berlin – Rzepin/Horka – Wrocław | | Stuttgart – CH border Gallarate/Sesto Calende – CH border | Rail Rail | Stuttgart – CH border Gallarate/Sesto Calende – CH border | Rail |
| | Villach – Ljubljana Pivka – Ŗijeka | Rail Rail | Prague – Linz Villach – Ljubljana | | Berlin – Rzepin/Horka – Wrocław Prague – Linz | Rail Rail | Berlin – Rzepin/Horka – Wrocław Prague – Linz | Rail Rail |
| | Plzeň – České Budějovice – Wien Wien - Gyor | Rail Rail | Ancona – Foggia Pivka – Rijeka | Rail/Road Rail | Villach – Ljubljana Pivka – Rijeka | Rail Rail | Villach – Ljubljana Pivka – Rijeka | Rail Rail |
| | Graz - Gyor Neumarkt-Kalham - Mühldorf | Rail Rail | Plzeň – České Budějovice – Wien Wien - Gyor | Rail Rail | Plzeň – České Budějovice – Wien Wien - Gyor | Rail Rail | Plzeň – České Budějovice – Wien Wien - Győr | Rail Rail |
| | Amber Corridor PL-SK-HU Via Carpathia Corridor BY/UA border-PL-SK- | Rail Road | Graz – <i>Celldömölk</i> – Gyor Neumarkt-Kalham - Mühldorf Amber Corridor PL-SK-HU | Rail Rail Rail | Graz - Celldömölk – Győr Neumarkt-Kalham - Mühldorf | Rail Rail | Graz - Celldömölk – Győr Neumarkt-Kallham - Mühldorf | Rail Rail |
| | HU-RO Budapest – Osijek – Svilaj (BiH border) Faro – Huelva | Road Rail | Via Carpathia Corridor BY/UA border-PL-SK-HU-RO | Road | Amber Corridor PL-SK-HU Via Carpathia Corridor BY/UA border-PL-SK-HU-RO | Rail Road | Amber Corridor PL-SK-HU Via Carpathia Corridor BY/UA border- PL-SK-HU-RO | Rail Road |
| | Porto – Vigo | Rail | Budapest – Osijek – Svilaj (BiH border) Timişoara – Moraviţa | Road Road | Focşani – MD border Budapest – Osijek – Svilaj (BiH border) | Road Road | Focşani – MD border Budapest – Osijek – Svilaj (BiH border) | Road |
| | Giurgiu – Varna/Bourgas Svilengrad – Pithio | Rail Rail | Faro – Huelva Porto – Vigo | Rail Rail | Faro – Huelva Porto – Vigo | Rail | Faro – Huelva Porto – Vigo | Road Rail Rail |
| | | | București – Giurgiu – Varna/Bourgas Svilengrad – Pithio | Rail Rail | Giurgiu – Varna/Bourgas Svilengrad – Pithio | Rail Rail Rail | Giurgiu – Vigo Giurgiu – Varna/Bourgas Svilengrad – Pithio | Rail Rail |
| | | | Siret – Suceava Focşani – Albiţa | Road Road | Sviiciigiau – Fiulio | Kall | Sviiciigiau – Fiulio | Kall |
| | | | München – Salzburg – Laibach Gallarate/Sesto C. – Laveno/Luino | Rail Rail | | | | |

| 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. | Objective of cross-border projects in the field of renewable energy | 1. Objective of cross-border projects in the field of renewable energy | Objective of cross-border projects in the field of renewable energy | |
| 24. | | 50000 mm 50 0000 g y | | Proposed compromise: |
| | 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 with the aim of contributing to the Union's long term decarbonisation targets. | 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. | 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: | СОМ |
| 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)]; | Proposed compromise: (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; (c) the potential overall benefits of cooperation outweigh its | (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 an alternative cross-border energy project or a renewable energy project implemented by one of the participating Member States alone; (c) the potential overall benefits of cooperation outweigh its | (b) it shall provide cost savings in the deployment of renewables [] or benefits for system integration, security of supply or innovation []; (c) the potential overall benefits of cooperation outweigh its | Keep CGA |
| | 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] | 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] | 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] | СОМ |
| 30. | | 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: | 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; | СОМ |
| 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 or effects on local nature and the environment; | (f) reduction of air and other local pollution; | Proposed compromise: (f) air and other local pollution, such as effects on local nature and the environment; |
| 38. | (g) innovation. | (g) innovation. | (g) innovation. | COM |

| 20 | 1. 5 | l | | 1 |
|------------|---|---|--|--|
| 39. 40. | 4. Process | 4. Process | 4. Process | Proposed compromise: |
| 10. | 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. | (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. | СОМ |
| 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 | (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]

field of renewable energy.

in the field of renewable energy.

15 15400/18 ADD 1 REV 2 RH/sc LIMITE EN **ANNEX** TREE.2.A

line with paragraph 2 (c) of this Annex.

the estimated capacity (in kW) and, where available,

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. All recipients shall preserve the confidentiality of commercially sensitive information. (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. | cross-border pro delegated act on Member States a shall publish on | (8) The Commission shall adopt the final list of selected cross-border projects in the field of renewable energy by che basis of a draft list proposed by greed on in the competent group, and the website the list of selected crossing 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. | | Proposed compromise: (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 | The Commission shall evaluate the applications against the | The Commission shall evaluate the applications against the | |
|-----|---|---|--|--|
| | criteria laid down in points 2 and 3. | criteria laid down in points 2 and 3. | criteria laid down in points 2 and 3. | [] covered by paragraph 1 |
| 46. | The Commission shall, when selecting the cross-border | The Commission shall, when selecting the cross-border projects | | (10) The Commission shall, when selecting the cross- |
| | 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 | border projects in the field of renewable energy, aim |
| | 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 | [] to ensure an appropriate geographical balance in |
| | appropriate geographical balance in the identification of cross- | appropriate geographical balance in the identification of cross- | an appropriate geographical balance in the identification of | the identification of [] such projects []. Regional |
| | 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 | groupings may be used for the identification of |
| | groupings may be used for the identification of projects. | groupings may be used for the identification of projects. | the identification of projects. | projects. |
| 47. | | | | (11) A project shall not be selected as a cross-border |
| | 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 | projects in the field of renewable energy, or have the |
| | field of renewable energy, or have the status withdrawn, if its | field of renewable energy, or have the status withdrawn, if its | the field of renewable energy, or have the status withdrawn, | status withdrawn, if its evaluation was based on |
| | evaluation was based on incorrect information which was a | evaluation was based on incorrect information which was a | if its evaluation was based on incorrect information which | incorrect information which was a determining factor |
| | determining factor in the evaluation, or if the project does not | determining factor in the evaluation, or if the project does not | was a determining factor in the evaluation, or if the project | in the evaluation, or if the project does not comply |
| | comply with Union law. | comply with Union law. | does not comply with Union law. | with Union law. |
| 48. | | | The Commission shall publish on its website the list of | [] Covered by paragraph 8 |
| | The Commission shall publish on its website the list of selected | The Commission shall publish on its website the list of selected | selected cross border projects in the field of renewable | |
| | cross border projects in the field of renewable energy. | cross border projects in the field of renewable energy. | energy. | |

| 49. | PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON | PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON | PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON | PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF |
|-----|---|--|---|---|
| | INTEREST | INTEREST | INTEREST | COMMON INTEREST |
| 50. | T(TERES) | 1. Gigabit and 5G or other state-of-art mobile connectivity | I. (IDAE) | 1. Gigabit connectivity <i>including 5G and other</i> |
| | 1. Gigabit connectivity to socio-economic drivers | to socio-economic drivers | 1. Gigabit connectivity to socio-economic drivers | state-of-the-art to socio-economic drivers |
| 51. | | | | Actions shall be prioritised taking into account the |
| | | | | function of the socio-economic drivers, the relevance |
| | Actions shall be prioritised taking into account the function of | Actions shall be prioritised taking into account the function of | Actions shall be prioritised taking into account the function of | of the digital services and applications enabled by |
| | the socio-economic drivers, the relevance of the digital | the socio-economic drivers, the relevance of the digital services | the socio-economic drivers, the relevance of the digital services | providing the underlying connectivity, and the |
| | services and applications enabled by providing the underlying | and applications enabled by providing the underlying | and applications enabled by providing the underlying | potential socio-economic benefits to citizens, |
| | connectivity, and the potential socio-economic benefits to | connectivity, and the potential socio-economic benefits to | connectivity, and the potential socio-economic benefits to | business and local communities, including the [] |
| | citizens, business and local communities, including the | citizens, business and local communities, including the potential | citizens, business and local communities, including the | additional area coverage generated, including |
| | potential spill-overs in terms of connectivity. The available | spill-overs in terms of connectivity. The available budget shall | potential spill-overs in terms of connectivity. The available | households . The available budget shall be allocated |
| | budget shall be allocated in a geographically balanced manner | be allocated in a geographically balanced manner across | budget shall be allocated in a geographically balanced manner | in a geographically balanced manner across Member |
| | across Member States. | Member States. | across Member States. | States. |
| 52. | | | | Priority shall be given to actions contributing to |
| | District of all the site of the street of the street | District to the control of the contr | District tellines and section and the district | Gigabit including 5G and other state-of-art |
| 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: | connectivity for: |
| 53. | | | | - [] hospitals and medicals centres, in line with the |
| | Circhit compostivity for hospitals and modicals control | | Circleit compostivity for hospitals and modicals control | efforts to digitalise the healthcare system, with a |
| | - Gigabit connectivity for hospitals and medicals centres, | Circlittirite for hereitale and medicale control | - Gigabit connectivity for hospitals and medicals centres, | view to increasing the well-being of EU citizens and |
| | in line with the efforts to digitalise the healthcare system, with | - 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 |
| | a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to | in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing | changing the way health and care services are delivered to | delivered to patients ¹ ; |
| | patients ¹ ; | the way health and care services are delivered to patients ¹ ; | patients ¹ ; | See also COM(2018) 233 final - Commission |
| | | , | | Communication on enabling the digital |
| | See also COM(2018) 233 final - Commission | See also COM(2018) 233 final - Commission | See also COM(2018) 233 final - Commission | transformation of health and care in the Digital |
| | Communication on enabling the digital transformation | Communication on enabling the digital transformation | Communication on enabling the digital transformation | Single Market; empowering citizens and |
| | of health and care in the Digital Single Market; | of health and care in the Digital Single Market; | of health and care in the Digital Single Market; | building a healthier society. |
| | empowering citizens and building a healthier society. | empowering citizens and building a healthier society. | empowering citizens and building a healthier society. | · ················· |
| 54. | 1 5 5 | - Gigabit Connectivity for education and research centres, | | - [] education and research centres, in the context |
| | - Gigabit Connectivity for education and research centres, | in the context of the efforts to facilitate the use of inter alia | Gigabit Connectivity for education and research centres, | of the efforts to close digital divides and to innovate |
| | in the context of the efforts to close digital divides and to | high-speed computing, cloud applications and big data, close | in the context of the efforts to close digital divides and to | in education systems, to improve learning outcomes, |
| | innovate in education systems, to improve learning outcomes, | digital divides and to innovate in education systems, to improve | innovate in education systems, to improve learning outcomes, | enhance equity and improve efficiency ² |
| | enhance equity and improve efficiency ² . | learning outcomes, enhance equity and improve efficiency ² . | enhance equity and improve efficiency ² . | |
| | | | | ² See also COM(2018) 22 final - |
| | See also COM(2018) 22 final - Commission | See also COM(2018) 22 final - Commission | See also COM(2018) 22 final - Commission | Commission Communication on the Digital |
| | Communication on the Digital Education Action Plan | Communication on the Digital Education Action Plan | Communication on the Digital Education Action Plan | 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 | | |
| 5.6 | | 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 |
| | Actions aiming at the provision of local wireless connectivity | Actions aiming at the provision of local wireless connectivity | Actions aiming at the provision of local wireless connectivity | connectivity that is free of charge and without |
| | that is free of charge and without discriminatory conditions in | that is free of charge and without discriminatory conditions in | that is free of charge and without discriminatory conditions in | discriminatory conditions in centres of local public |
| | centres of local public life, including outdoor spaces | centres of local public life, including outdoor spaces accessible | centres of local public life, including outdoor spaces accessible | life, including outdoor spaces accessible to the |
| | accessible to the general public that play a major role in the | to the general public that play a major role in the public life of | to the general public that play a major role in the public life of | general public that play a major role in the public |
| | public life of local communities shall be subject to the | local communities shall be subject to the following conditions | local communities shall be subject to the following conditions | life of local communities shall be subject to the |
| | following conditions in order to receive funding: | in order to receive funding: | in order to receive funding: | 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. | 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. | 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. | 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. |
| | 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). | 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). | 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). | 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 | 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 2025 ⁴ , actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM ⁵ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors ⁶ . 4 Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587 5 Connected and Automated Mobility 6 Sections in italics are located outside of the TEN-T core network corridors but included in the 5G | | In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025 ⁴ , actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross- border sections for CAM ⁵ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors ⁶ . Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587 Connected and Automated Mobility Sections in italics are located outside of the TEN- | | In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025 ⁴ , actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM ⁵ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors[]. 4 Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587 | | In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025 ⁴ , actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM ⁵ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors. 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. | corridors | | corridors | | 5 Connected and Automated Mobility | | Core network corridor "Atlantic" | |
| | | | | | | | Cross-border sections for CAM experimentation | Porto-Vigo and Merida-Evora Paris - Amsterdam - Frankfurt Aveiro – Salamanca |
| | | | Core network corridor "Atlantic" | | | | More extensive section | Metz – Paris - |
| | | o-Vigo and Merida-Evora | Cross-border sections for CAM experimentation | Porto-Vigo and Merida-Evora Azores/Madeira Islands - Lisbon | Core network corridor "Atlantic" | | for larger scale deployment of CAM | Bordeaux – Bilbao – Vigo – Porto – Lisbon -Bilbao – Madrid – Lisbon |
| | | z – Paris - Bordeaux – | | - Paris - Amsterdam - Frankfurt Aveiro - Salamanca | for CAM experimentation | Porto-Vigo and Merida-Evora and Aveiro – Salamanca | Deployment of backbone networks, | Azores/Madeira Islands - Lisbon |
| | deployment of CAM Lisbo | ao – Vigo – Porto – on ao – Madrid – Lisbon | More extensive section for larger scale deployment of CAM | Metz – Paris - Bordeaux – Bilbao – Vigo – Porto – Lisbon -Bilbao – Madrid – Lisbon | More extensive section for larger scale deployment of CAM | Metz – Paris - Bordeaux – Bilbao – Vigo – Porto – Lisbon -Bilbao – Madrid – Lisbon | including with submarine cables | |
| 71. | | | Company to a service of the service | !!D-14'- A 1-1-4'-!! | Commentered | !!D-14'- A J.:-4'-!! | Core network corridor | "Baltic – Adriatic" |
| | Cross-border sections for CAM | - Auriauc | Cross-border sections for CAM | - | Cross-border sections for CAM | - Auriauc | Cross-border sections for CAM experimentation | - |
| | experimentation More extensive section Gdansk | – Warsaw – Brno – – Graz – Ljubljana – | experimentation More extensive section for larger scale deployment of CAM | Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana – Trieste | experimentation More extensive section for larger scale deployment of CAM | Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana – Koper – Trieste | More extensive section for larger scale deployment of CAM | Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana – Koper / Trieste |

| 72. | | | | | | | Core network corridor | "Mediterranean" |
|-----|---|--|---|--|---|--|--|--|
| | | | | | | | Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM | Budapest – Zagreb – Ljubljana / Rijeka / Split |
| | Core network corride | or "Mediterranean" | Core network corridor | "Mediterranean" | Core network corridor | r "Mediterranean" | More extensive section for larger scale deployment of CAM | Montpellier - Narbonne - Perpignan - Barcelona with an extension Toulouse - Narbonne |
| | Cross-border sections for CAM experimentation | - | Cross-border sections for CAM experimentation | Submarine cable networks Lisbon – Marseille – Milan | Cross-border sections for CAM experimentation | | Deployment of backbone networks, | Submarine cable networks Lisbon – |
| | More extensive section for larger scale deployment of CAM | Budapest – Zagreb – Ljubljana / Rijeka / Split | More extensive section for larger scale deployment of CAM | Budapest – Zagreb – Ljubljana / Rijeka / Split | More extensive section for larger scale deployment of CAM | Budapest – Zagreb – Ljubljana / Rijeka / Split | including with submarine cables | Marseille – Milan |
| 73. | | | | | | | Core network corridor | "North Sea – Baltic" |
| | Core network corridor | "North Sea – Baltic" | Core network corridor | 'North Sea – Baltic'' | Core network corridor "North Sea – Baltic" | | Cross-border sections for CAM | [] Warsaw – Kaunas – Vilnius/Klaipėda |
| | Cross-border sections for CAM experimentation | Baltic corridor (to be defined) | Cross-border sections for CAM experimentation | Baltic corridor (to be defined) | experimentation | [] Warsaw – Kaunas – Vilnius/Klaipėda Tallinn – Riga – Kaunas – LT/PL | experimentation More extensive section for larger scale deployment of CAM | Tallinn – Riga – Kaunas – LT/PL border – Warsaw |
| | More extensive section for larger scale deployment of CAM | Tallinn – Kaunas | More extensive section for larger scale deployment of CAM | Tallinn – Kaunas | section for larger scale deployment of | border – Warsaw BY/LT border – Vilnius – Kaunas – Klaipėda | | BY/LT border – Vilnius – Kaunas – Klaipėda |
| 74. | - | | | | | | Core network corrido Mediterranean" Cross-border sections | or "North Sea – Metz-Merzig- |
| | | "North Sea – Mediterranean" | | "North Sea – Mediterranean" | | r "North Sea – Mediterranean" | for CAM experimentation | Luxembourg Rotterdam- <i>Antwerp-Eindhoven</i> |
| | Cross-border sections for CAM experimentation | Metz-Merzig-Luxembourg Rotterdam-Antwerp-Eindhoven | Cross-border sections for CAM experimentation | Metz-Merzig-Luxembourg Rotterdam- <i>Antwerp-Eindhoven</i> | Cross-border sections for CAM experimentation | Metz-Merzig-Luxembourg Rotterdam- <i>Antwerp-Eindhoven</i> | More extensive section for larger scale deployment of CAM | Amsterdam - Rotterdam - Breda - Lille - Paris |
| | More extensive section for larger scale deployment of CAM | Amsterdam - Rotterdam - Breda - Lille - Paris Brussels - Metz - Basel Mulhouse - Lyon - Marseille | More extensive section for larger scale deployment of CAM | Amsterdam - Rotterdam - Breda - Lille - Paris Brussels - Metz - Basel Mulhouse - Lyon - Marseille | More extensive section for larger scale deployment of CAM | Amsterdam - Rotterdam - Breda - Lille - Paris Brussels - Metz - Basel Mulhouse - Lyon - Marseille | | Brussels – Metz – Basel Mulhouse – Lyon – Marseille |
| 75. | 1 | | | | | | Core network corridor | "Orient/East-Med" |
| | Core network corridor "Orient/East-Med" | | Core network corridor | | Core network corridor "Orient/East-Med" | | Cross-border sections for CAM | Sofia-Thessaloniki- Belgrade |
| | 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 | experimentation More extensive section for larger scale | Berlin – Prague – Brno – Bratislava – Košice |
| | More extensive section for larger scale deployment of CAM | Berlin – Prague – Brno – Bratislava Timisoara – Sofia – TR border -Sofia – Thessaloniki – Athens | More extensive section for larger scale deployment of CAM | Berlin – Prague – Brno – Bratislava Timisoara – Sofia – TR border -Sofia – Thessaloniki – Athens | More extensive section for larger scale deployment of CAM | Berlin – Prague – Brno – Bratislava – Košice Timisoara – Sofia – TR border -Sofia – Thessaloniki – Athens | deployment of CAM | Timisoara – Sofia – TR border -Sofia – Thessaloniki – Athens |

| 76. | | | | | | | Core network corrid | lor " Rhine – Alpine" |
|-----|---|---|--|---|--|--|--|--|
| | Core network corridor | " Rhine – Alpine" | Core network corridor | " Rhine – Alpine" | Core network corridor | " Rhine – Alpine" | G 1 1 | |
| | Cross-border sections for CAM experimentation More extensive section | Bologna-Innsbrück-München (Brenner corridor) Rotterdam – Oberhausen – | Cross-border sections for CAM experimentation More extensive section | Bologna-Innsbrück-München (Brenner corridor) Rotterdam – Oberhausen – | Cross-border sections for CAM experimentation More extensive section | Bologna-Innsbrück-München (Brenner corridor) Rotterdam – Oberhausen – | Cross-border sections for CAM experimentation More extensive section for larger | Bologna-Innsbrück- München (Brenner corridor) Rotterdam – Oberhausen – Frankfurt (M) |
| | for larger scale deployment of CAM | Frankfurt (M) Basel – Milan – Genova | for larger scale deployment of CAM | Frankfurt (M) Basel – Milan – Genova | for larger scale deployment of CAM | Frankfurt (M) Basel – Milan – Genova | scale deployment of CAM | Basel – Milan – Genova |
| 77. | | | | | | | Core network corrid | lor "Rhine – Danube" |
| | Constant | WDL: D L.W | Core network corridor | "Rhine – Danube" | Cross-border sections | "Rhine – Danube" | Cross-border sections for CAM | - |
| | Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM | Frankfurt (M) – Passau – Vienna – Budapest – Bucharest – Constanta Karlsruhe – München – Salzburg – Wels | Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM | Munchen - Salzburg Frankfurt (M) - Passau - Vienna - Budapest - Bucharest - Iasi/Constanta Karlsruhe - München - Salzburg - Wels | 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 | 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) – |
| 78. | | Frankfurt (M) – Strasbourg | | Frankfurt (M) – Strasbourg | | Frankfurt (M) – Strasbourg | Core network core | Strasbourg ridor "Scandinavian |
| | | | | | Core network corrido Mediterranean" Cross-border sections for CAM | r "Scandinavian – Oulu-Tromsø Oslo- Stockholm-Helsinki | - Mediterranean" Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM | Oulu-Tromsø Oslo- Stockholm- Helsinki Turku – Helsinki – Russian border Stockholm / Oslo – Malmo Malmo – Copenhagen – |
| | | "Scandinavian – Mediterranean" | | "Scandinavian – Mediterranean" | experimentation More extensive section | Turku – Helsinki –Russian | | Hamburg – Würzburg |
| | Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM | Oslo- Stockholm-Helsinki Turku – Helsinki –Russian border Stockholm / Oslo – Malmo Malmo – Copenhagen – Hamburg – Würzburg Nürnberg – München – Verona | Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM | Oslo- Stockholm-Helsinki Turku – Helsinki –Russian border Stockholm / Oslo – Malmo Malmo – Copenhagen – Hamburg – Würzburg Nürnberg – München – Verona | for larger scale deployment of CAM | border Stockholm / Oslo – Malmo Malmo – Copenhagen – Hamburg – Würzburg Nürnberg – München – Verona Rosenheim – Bologna – Napoli – Catania – Palermo Napoli – Bari – Taranto | Via Carpathia | Nürnberg – München – Verona Rosenheim – Bologna – Napoli – Catania – Palermo Napoli – Bari – Taranto Klaipėda – Kaunas |
| | | Rosenheim – Bologna – Napoli – Catania – Palermo Napoli – Bari – Taranto | | Rosenheim – Bologna – Napoli – Catania – Palermo Napoli – Bari – Taranto | Via Carpathia | Klaipėda – Kaunas - Ełk – Białystok – Lublin – Rzeszów - Barwinek | | - Ełk – Białystok – Lublin – Rzeszów - Barwinek |