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15400/18 ADD 1 REV 3

**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:	Permanent Representatives Committee
No. prev. doc.:	ST 15400/18 ADD 1 REV 2
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  - Preparation of trilogue

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

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TREE.2.A **LIMITE EN** 

	COM(2018)	N PROPOSAL 438 FINAL		EP AMEN REPORT A			RTIAL GENE ST 15	NCIL RAL APPROACH 5146/18		SUGGES	MPROMISES AND STIONS
The Program of a set of it which the g Programme minimising	ndicators intende general and specif have been achie administrative b ill be collected as	nitored closely on the basis and to measure the extent to fic objectives of the eved and with a view to burdens and costs. To that is regards the following set	set of indicator general and spachieved and burdens and c	ne will be monito ors intended to me becific objectives with a view to mi	ared closely on the basis of a casure the extent to which the of the Programme have been nimising administrative data will be collected as a indicators:	of indicators general and s achieved and burdens and o	me will be monito intended to measu pecific objectives with a view to m	ored closely on the basis of a set are the extent to which the of the Programme have been inimising administrative , data will be collected as y indicators:	set of indicator general and spachieved and burdens and c	me will be monitors intended to me becific objectives with a view to mi	ored closely on the basis of a casure the extent to which the of the Programme have been inimising administrative, data will be collected as y indicators:
2. Sectors	Specific In Objectives	ndicators	Sectors	Specific Objectives	Indicators	Sectors	Specific Objectives	Indicators	Sectors	Specific Objectives	Indicators
	Efficient and interconnected in networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility  Adaptation to military in mobility crequirements	Number of cross- order and missing inks addressed with he support of CEF including actions elating to urban lodes, maritime ports, nland ports and rail- oad terminals of the TEN-T core network)  Number of CEF upported actions contributing to the ligitalisation of transport  Number of CEF upported actions contributing to the ligitalisation of transport  Tumber of CEF upported actions contributing to the afety of transport for transport upported actions contributing to the afety of transport for transport for transport upported actions contributing to the afety of transport for transport for transport upported actions contributing to the afety of transport for transpo	Transport:	Efficient and interconnected networks and infrastructure for smart, interoperable, sustainable, multimodal, inclusive, safe and secure mobility  Adaptation to dual mobility (civil and defence) requirements	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, regional cross-border rail connections, maritime ports, inland ports, airports, and rail-road terminals of the TEN-T core and comprehensive network)  Number of CEF supported actions contributing to the digitalisation of transport (ERTMS, SESAR)  Number of alternative fuel supply points built or upgraded with the support of CEF  Number of CEF supported actions contributing to the safety of transport  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	Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility  Development of civilian-military dualuse transport	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 supported actions contributing to the safety of transport Number of transport infrastructure components adapted to civilian-military dual-use requirements	Transport	Efficient, interconnected and mutlimodal networks and infrastructure for smart, interoperable, sustainable, inclusive, accessible, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, regional cross-border rail connections, maritime ports, inland ports, connections to airports and rail-road terminals of the TEN-T core and comprehensive 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 supported actions contributing to the safety of transport  Number of CEF supported actions contributing to transport accessibility for persons with reduced mobility  Number of CEF supported actions contributing to reduce rail freight noise

											Number of transport infrastructure components adapted to civilian-military dualuse requirements
3.	Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and	Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints	Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal	COM	
		Security of energy supply	removing internal constraints  Number of CEF actions contributing to projects ensuring resilient gas network  Number of CEF		Security of energy supply	Number of CEF actions contributing to projects ensuring resilient gas network Number of CEF actions contributing to the smartening and		Security of energy supply	constraints  Number of CEF actions contributing to projects ensuring resilient gas network  Number of CEF actions contributing		
		Sustainable	actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity Number of CEF		Sustainable development through enabling	digitalisation of grids and increasing energy storage capacity  Number of CEF actions contributing to projects enabling		Sustainable development	to the smartening and digitalisation of grids and increasing energy storage capacity  Number of CEF actions contributing		
		development through enabling decarbonisation	actions contributing to projects enabling increased penetration of renewable energy in the energy systems Number of CEF actions contributing to cross-border		decarbonisation	increased penetration of renewable energy in the energy systems  Number of CEF actions contributing to cross-border cooperation in the area of renewables		through enabling decarbonisation	to projects enabling increased penetration of renewable energy in the energy systems  Number of CEF actions contributing to cross-border cooperation in the		
4	Digital	Contribution to	cooperation in the area of renewables		1	or renewaties	Digital	Contribution to the	area of renewables	СОМ	
4.	Digital	Contribution to the deployment of digital connectivity infrastructure throughout the European Union	New connections to very high capacity networks for socio-economic drivers and very high quality wireless connections for local communities  Number of CEF actions enabling 5G connectivity along transport paths  Number of CEF actions enabling new connections to very high capacity networks for households  Number of CEF actions contributing to the digitalisation of energy and transport sectors	Digital	Contribution to the deployment of digital connectivity infrastructure throughout the European Union	New connections to very high capacity networks for socio-economic drivers and very high quality wireless connections for local communities  Number of CEF actions enabling 5G connectivity along transport paths  Number of CEF actions enabling new connections to very high capacity networks for households  Number of CEF actions contributing to the digitalisation of energy and transport sectors	Digital		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	COM	

5.	PART II: INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR	PART II: INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR	PART II: INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR	PART II: INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR
6.	The budgetary resources referred to in Article 4 paragraph 2 (a) (i) and (ii) shall be distributed as follows:  - 60% for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";  - 40% for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".	The budgetary resources referred to in Article 4 paragraph 2 (a) (i) and (ii) shall be distributed as follows:  - 60% for the actions listed at Article 9 paragraph 2 (a):  "Actions relating to efficient and interconnected networks";  - 40% for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".	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".	Propose CGA  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".
6a.	For the actions listed at Article 9 paragraph 2 (a), 75% of the budgetary resources should be allocated to actions on the core network corridors, 10% to actions on the core network outside the core network corridors and 15% to actions on the comprehensive network.	Budgetary resources used to finance actions listed in Article 9 paragraph 2 (a) shall be distributed as follows: 75 % should be allocated to actions on the core network corridors, 10% to actions on the core network outside the core network corridors and 15% to actions on the comprehensive network.	The budgetary resources referred to in Article 4 paragraph 2(a) (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".	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".
6b			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.	For the actions listed at Article 9 paragraph 2(a), <b>85%</b> 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 OF THE SECTIONS ON THE COMPREHENSIVE NETWORK OF THE SECTIONS OF THE SECTION OF TH	ENTIFIED	CORE NETV	VORK COR PRE-IDENT	L PRIORITIES, TR RRIDORS AND PRE FIFIED SECTIONS FWORK	C-IDENTIFIED	CORRIDOR	RANSPORT CORE N IS AND [] CROSS-E THE COMPREHENS	BORDER	CORRIDOR	RANSPORT CORE NE S AND [] CROSS-BO MPREHENSIVE NETV	RDER LINKS
8.			-1a. Horizo SESAR devices	ntal priorities R, ERTMS, II	s TS, RIS, VTMISsman					To be discusse	ed	
9.	Core network corridors and pre-identified se	ections	1. Core no	etwork corrid	ors and pre-identified	sections		etwork corridors and [ oorder links and missi				
10.	Core network corridor "Atlantic"		Core netwo	rk corridor '	"Atlantic" <sup>1</sup>		Core netwo	rk corridor "Atlantic'	**	Core netwo	rk 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 Sines/Lisboa – Madrid – Valladol Lisboa – Aveiro – Leixões/Porto – Aveiro – Valladolid – Vitoria-Gas Bilbao/Bordeaux – Tours – Paris – Mannheim/Strasbourg Saint Nazaire – Nantes – Tours	Bilbao Sanlúcar de id - Douro river steiz – Bergara –	Alignment	A Coruña - Zaragoza - Bordeaux Tenerife/G Barrameda Algeciras - Madeira Is Madrid - V Lisboa - A river/Vigo	Aveiro – Leixões/Port	– Bilbao a/Sanlúcar de as/Lisboa – o – Douro	Alignment	Gijón – León – Valla A Coruña – Vigo – C León– Zaragoza – Pamplona Bilbao Tenerife/Gran Canar Huelva/Sanlúcar de I Sevilla – Córdoba Algeciras – Bobadilla Sines/Lisboa – Madr Valladolid Lisboa – Aveiro – Le	Orense – a/Logroño – ia – Barrameda – a – Madrid id –	Alignment	Gijón – León – Vallado A Coruña – Vigo – Ore Zaragoza – Pamplona/I Bilbao Tenerife/Gran Canaria Huelva/Sanlúcar de Ba Sevilla – Córdoba Algeciras – Bobadilla – Sines/Lisboa – Madrid Lisboa – Aveiro – Leix Douro river Shannon Foynes/Dubli	ense – León Logroño – - rrameda – - Madrid – Valladolid ões/Porto –
	Pre- identified sections  Cross- border  Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca  Douro river (Via	Inland		Bergara – I Tours – Pa Mannheim Shannon I Waterford Cherbourg Paris Dublin/Co	Bilbao/Bordeaux – Laris – Le Havre/Metz aris – Le Havre/Metz a/Strasbourg Foynes – Dublin – Ro d – Cork – Brest – Ro g – Caen – Le Havre ark – Brest – Roscoff	a Rochelle – - osslare – scoff – – Rouen –		Douro river Shannon Foynes/Du Le Havre – Rouen – Aveiro – Valladolid - Gasteiz – Bergara – Bilbao/Bordeaux – T Metz – Mannheim/St Saint Nazaire – Nant	ablin/Cork – - Paris - Vitoria- Yours – Paris – trasbourg tes – Tours		Havre – Rouen – Paris Aveiro – Valladolid – V – Bergara – Bilbao/Bor <u>Toulouse/</u> Tours – Paris Mannheim/Strasbourg <u>Shannon Foynes/Duble</u> Saint Nazaire – Nantes <u>Dijon</u>	Vitoria-Gasteiz deaux – s – Metz – lin/Cork – – Tours –
	Navegável do Douro)	waterways	Pre- identified sections	- Nantes - Cross- border	- Tours – <i>Dijon</i> Evora – Merida  Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux  Aveiro – Salamanca  Douro river (Via Navegável do	Rail  Inland waterways	Cross- border links	Evora – Merida  Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux  Aveiro – Salamanca  Douro river (Via Navegável do Douro)	Inland waterways	Cross-border links  Missing links	Evora – Merida  Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca  Douro river (Via Navegável do Douro)  Non-UIC gauge interoperable lines on	Inland waterways
				Missing link	Douro)  Paris (link Orly- Versailles and Orly-Ch. De Gaulle airport)	Multimodal	Missing links	Non-UIC gauge interoperable lines on the Iberian Peninsula	Rail		the Iberian Peninsula	

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<sup>&</sup>lt;sup>1</sup> Bordeaux – Toulouse EP AM acceptable; Madeira Island/Sines – Ermidas/Lisboa and Porto – Douro river/Vigo and La Rochelle EP AMs not acceptable – outside of the core network; Shannon Foynes – Dublin – Rosslare – Waterford – Cork – Brest – Roscoff – Cherbourg – Caen – Le Havre – Rouen – Paris EP AM partly acceptable – only as regard core ports; Brest – Roscoff EP AM not acceptable as regard comprehensive ports; EP AM acceptable as regards core ports and sections (Dublin/Cork and Tours – Dijon); Paris (link Orly-Versailles and Orly-Ch. De Gaulle airport) EP AM not acceptable – no reference to specific node projects in the Annex; nodes are a horizontal priority

Core networ	k corridor	'Baltic – Adriatic''	
Alignment	Gdynia – G	Gdańsk – Katowice/Sław	ków
S	_	Warszawa – Katowice	
	Katowice -	– Ostrava – Brno – Wier	1
	Szczecin/Ś	Swinoujście – Poznań – '	Wrocław -
	Ostrava	-	
	Katowice -	– Žilina – Bratislava – V	Vien .
	Wien – Gr	az-Villach - Udine - T	rieste
	Udine – V	enezia – Padova – Bolog	gna –
	Ravenna –	Ancona	
	Graz – Ma	ribor –Ljubljana – Kope	r/Trieste
Pre-	Cross-	Katowice – Ostrava	Rail
identified	border	Katowice – Žilina	
sections		Opole – Ostrava	
		Bratislava – Wien	
		Graz – Maribor	
		Trieste – Divaca	
		Katowice – Žilina	Road
		Brno – Wien	
	Missing	Gloggnitz –	Rail
	link	Mürzzuschlag:	
		Semmering Base	
		tunnel	
		Graz – Klagenfurt:	
		Koralm railway line	
		and tunnel	
		Koper – Divača	

Core netwol	rk corridor	"Baltic – Adriatic" <sup>2</sup>	
Alignment	Gdańsk – Katowice Szczecin/Ś Wrocław – Katowice Wien – Gr Udine – V Ravenna –	Gdańsk – Katowice/Sła Warszawa – Katowice – Ostrava – Brno – Wi Świnoujście – Poznań – – Ostrava – Žilina – Bratislava – raz– Villach – Udine – fenezia – Padova – Bol - Ancona– <i>Foggia</i> aribor – Ljubljana –	en - Wien Trieste
	Koper/Trie		
Pre- identified sections	Cross- border	Katowice – Ostrava Katowice – Žilina Opole – Ostrava Bratislava – Wien Graz – Maribor Trieste – Divaca Katowice – Žilina Brno – Wien	Rail
	Missing link	Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača	Rail

Alignment	Gdynia – Gdańsk – Katowic	e/Sławków
J	Gdańsk – Warszawa – Kato	wice/Kraków
	Katowice – Ostrava – Brno	– Wien
	Szczecin/Świnoujście – Poz	nań – Wrocław
	– Ostrava	
	Katowice - Bielsko-Biała -	Žilina –
	Bratislava – Wien	
	Wien – Graz– Villach – Udi	ne – Trieste
	Udine – Venezia – Padova –	- Bologna –
	Ravenna – Ancona	
	Graz – Maribor –Ljubljana -	- Koper/Trieste
Cross-border	Katowice/Opole – Ostrava	Rail
links	- Brno	
	Katowice – Žilina	
	Bratislava – Wien	
	Graz – Maribor	
	Venezia – Trieste –	
	Divaca – Ljubljana	
	Katowice – Žilina	Road
	Brno – Wien	
Missing link	Gloggnitz –	Rail
C	Mürzzuschlag:	
	Semmering Base tunnel	
	Graz – Klagenfurt:	
	Koralm railway line and	
	tunnel	
	Koper – Divača	

Core networ	k corridor	"Baltic – Adriatic"	
Alignment	Gdańsk – Katowice Szczecin/S	Gdańsk – Katowice/S Warszawa – Katowico – Ostrava – Brno – W Świnoujście – Poznań	e 'ien
	Wrocław -		337'
		– Žilina – Bratislava - raz– Villach – Udine -	
		enezia – Padova – Bo	
	Ravenna –		nogna –
		aribor –Ljubljana –	
	Koper/Trie		
Pre-	Cross-	Katowice –	Rail
identified	border	Ostrava	
sections		Katowice – Žilina	
		Opole – Ostrava	
		Bratislava – Wien Graz – Maribor	
		Trieste – Divaca	
		Katowice – Žilina	Road
		Brno – Wien	Roda
	Missing	Gloggnitz –	Rail
	link	Mürzzuschlag:	
		Semmering Base	
		tunnel	
		Graz –	
		Klagenfurt:	
		Koralm railway line and tunnel	
		Koper – Divača	

<sup>&</sup>lt;sup>2</sup> Ancona– *Foggia* EP AM not acceptable – outside of the core network

Alignment	Algeciras	– Bobadilla –Madr	id –				
J	Zaragoza – Tarragona						
	Sevilla –	Bobadilla – Murcia					
	Cartagena	a – Murcia – Valenc	ia –				
	Tarragon	a/Palma de Mallorca	a – Barcelon				
	Tarragon	a – Barcelona – Perp	pignan –				
		- Genova/Lyon - T					
		Milano – Bologna/	Verona –				
		Venezia –					
		Trieste/Koper – Lju	bljana –				
	Budapest						
		/Rijeka – Zagreb – I	Budapest –				
D.	UA borde		D '1				
Pre-	Cross-	Lyon – Torino:	Rail				
identified	border	base tunnel and					
sections		access routes	_				
		Nice –					
		Ventimiglia Trieste – Divača	_				
		Trieste – Divaca					
		Ljubljana –	_				
		Zagreb					
		Zagreb –					
		Budapest					
		Budapest –					
		Miskolc – UA					
		border					
		Lendava –	Road				
		Letenye					
		Vásárosnamény					
-		– UA border					
	Missing	Perpignan –	Rail				
	link	Montpellier	_				
		Koper – Divača					
		Rijeka – Zagreb	1				
		Milano –	Inland				
		Cremona –	Waterway				
		Mantova – Porto					
		Levante/Venezia					
		– Ravenna/Trieste					

Tarragona  Zaragoza - Teruel - Valencia/Sagunto Sagunto - Valencia - Madrid Sevilla - Bobadilla - Murcia Cartagena - Murcia - Valencia - Barcelona Tarragona/Palma de Mallorca - Barcelona Tarragona - Barcelona - Perpignan - Marseille - Genova/Lyon - La Spezia - Torino - Novara - Milano - Bologna/Verona - Padova - Venezia - Ravenna/Trieste/Koper - Ljubljana - Budapest  Toulouse - Narbonne Ljubljana/Rijeka - Zagreb - Budapest - UA border  Predidentified sections  Predidentified sections  Lyon - Torino: base tunnel and access routes  Barcelona - Perpignan Nice - Ventimiglia Trieste - Divača  Ljubljana - Zagreb  Zagreb - Budapest  Budapest - Miskolc - UA border  Lendava - Letenye  Missing link  Perpignan - Montpellier  Madrid - Zaragoza - Barcelona Koper - Divača  Rijeka - Zagreb  Milano - Cremona Inland	Alignment	Algeciras	s – Bobadilla –Madrid	– Zaragoza
Zaragoza – Teruel – Valencia/Sagunto Sagunto – Valencia – Madrid Sevilla – Bobadilla – Murcia Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – La Spezia – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest Toulouse – Narbonne Ljubljana/Rijeka – Zagreb – Budapest – UA border  Pre- identified sections  Pre- identified sections  Rail  Trieste – Divača  Ljubljana – Zagreb  Zagreb – Budapest  Budapest – Miskolc – UA border  Lendava – Letenye  Vásárosnamény – UA border  Lendava – Letenye  Missing link  Missing link  Montpellier  Madrid – Zaragoza – Barcelona Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –  Inland Waterways	g			24148024
Sagunto – Valencia – Madrid Sevilla – Bobadilla – Murcia Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – La Spezia – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest Toulouse – Narbonne Ljubljana/Rijeka – Zagreb – Budapest – UA border  Pre- identified sections  Pre- identified sections  Lyon – Torino: base tunnel and access routes Barcelona – Perpignan Nice – Ventimiglia  Trieste – Divača Ljubljana – Zagreb  Zagreb – Budapest  Budapest – Miskolc – UA border Lendava – Letenye Vásárosnamény – UA border  Lendava – Letenye  Missing link  Montpellier Madrid – Zaragoza – Barcelona Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –  Inland Waterways				Sagunto
Sevilla – Bobadilla – Murcia Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – La Spezia – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest Toulouse – Narbonne Ljubljana/Rijeka – Zagreb – Budapest – UA border  Pre- identified sections  Cross- border		_		8
Tarragona/Palma de Mallorca – Barcelona Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – La Spezia – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest Toulouse – Narbonne Ljubljana/Rijeka – Zagreb – Budapest – UA border  Pre- identified sections  Cross- border  Lyon – Torino: base tunnel and access routes  Barcelona – Perpignan Nice – Ventimiglia  Trieste – Divača  Ljubljana – Zagreb  Zagreb – Budapest  Budapest – Miskolc – UA border Lendava – Letenye Vásárosnamény – UA border  Missing link  Missing Perpignan – Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –  Inland Waterways				
Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – La Spezia – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest Toulouse – Narbonne Ljubljana/Rijeka – Zagreb – Budapest – UA border  Pre- identified sections  Lyon – Torino: base tunnel and access routes  Barcelona – Perpignan Nice – Ventimiglia  Trieste – Divača  Ljubljana – Zagreb  Zagreb – Budapest  Budapest – Miskolc – UA border  Lendava – Letenye  Missing link  Missing Perpignan – Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –  Inland Waterways		Cartagen	a – Murcia – Valencia	_
Marseille – Genova/Lyon – La Spezia – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest Toulouse – Narbonne Ljubljana/Rijeka – Zagreb – Budapest – UA border  Pre- identified sections  Cross- border		Tarragon	a/Palma de Mallorca –	Barcelona
Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest  Toulouse – Narbonne Ljubljana/Rijeka – Zagreb – Budapest – UA border  Pre- identified sections  Cross- border  Lyon – Torino: base tunnel and access routes  Barcelona – Perpignan Nice – Ventimiglia  Trieste – Divača  Ljubljana – Zagreb  Zagreb – Budapest  Budapest – Miskolc – UA border  Lendava – Letenye  Vásárosnamény – UA border  Lendava – Letenye  Missing link  Missing link  Perpignan – Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –  Inland Waterways		Tarragon	a - Barcelona - Perpig	nan –
Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest  Toulouse – Narbonne Ljubljana/Rijeka – Zagreb – Budapest – UA border  Pre- identified sections  Cross- border  Lyon – Torino: base tunnel and access routes  Barcelona – Perpignan  Nice – Ventimiglia  Trieste – Divača  Ljubljana – Zagreb  Zagreb – Budapest  Budapest – Miskolc – UA border  Lendava – Letenye  Vásárosnamény – UA border  Lendava – Letenye  Missing link  Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –  Rail  Inland Waterways		Marseille	e – Genova/Lyon – <b>La</b> S	Spezia —
Ravenna/Trieste/Koper – Ljubljana – Budapest Toulouse – Narbonne Ljubljana/Rijeka – Zagreb – Budapest – UA border  Pre- identified sections    Lyon – Torino: base tunnel and access routes		Torino –	Novara – Milano –	
Budapest Toulouse - Narbonne Ljubljana/Rijeka - Zagreb - Budapest - UA border  Pre- identified sections  Cross- border  Lyon - Torino: base tunnel and access routes  Barcelona - Perpignan Nice - Ventimiglia  Trieste - Divača  Ljubljana - Zagreb  Zagreb - Budapest  Budapest - Miskolc - UA border  Lendava - Letenye  Vásárosnamény - UA border  Missing link  Missing link  Perpignan - Montpellier  Madrid - Zaragoza - Barcelona  Koper - Divača  Rijeka - Zagreb  Milano - Cremona - Mantova - Ferrara - Porto Levante/Venezia -  Inland Waterways		Bologna/	Verona – Padova – Ve	nezia –
Toulouse – Narbonne Ljubljana/Rijeka – Zagreb – Budapest – UA border  Cross- border  Lyon – Torino: base tunnel and access routes  Barcelona – Perpignan Nice – Ventimiglia  Trieste – Divača  Ljubljana – Zagreb  Zagreb – Budapest  Budapest – Miskolc – UA border  Lendava – Letenye  Vásárosnamény – UA border  Missing link  Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –  Inland Waterways		Ravenna	/Trieste/Koper – Ljublj	ana –
Ljubljana/Rijeka – Zagreb – Budapest – UA border  Cross- identified sections    Lyon – Torino: base tunnel and access routes				
Pre- identified sections    Lyon - Torino: base tunnel and access routes				
Cross-border   Lyon - Torino: base tunnel and access routes   Barcelona - Perpignan   Nice - Ventimiglia		1 2 2	a/Rijeka – Zagreb – Bu	dapest – UA
border base tunnel and access routes  Barcelona – Perpignan Nice – Ventimiglia  Trieste – Divača  Ljubljana – Zagreb  Zagreb – Budapest  Budapest – Miskolc – UA border  Lendava – Letenye  Wásárosnamény – UA border  Missing Perpignan – Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –  Inland Waterways				
access routes  Barcelona - Perpignan  Nice - Ventimiglia  Trieste - Divača  Ljubljana - Zagreb  Zagreb - Budapest  Budapest - Miskolc - UA border  Lendava - Letenye  Wásárosnamény - UA border  Missing Iink  Perpignan - Montpellier  Madrid - Zaragoza - Barcelona  Koper - Divača  Rijeka - Zagreb  Milano - Cremona - Mantova - Ferrara - Porto Levante/Venezia -  Inland Waterways				Rail
Barcelona – Perpignan Nice – Ventimiglia  Trieste – Divača  Ljubljana – Zagreb  Zagreb – Budapest  Budapest – Miskolc – UA border  Lendava – Letenye  Wásárosnamény – UA border  Missing Perpignan – Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –		border		
Perpignan   Nice - Ventimiglia     Trieste - Divača     Ljubljana - Zagreb     Zagreb - Budapest     Budapest - Miskolc     - UA border     Lendava - Letenye   Road     Vásárosnamény -     UA border     Missing   Perpignan -     Rail     Montpellier     Madrid - Zaragoza     - Barcelona     Koper - Divača     Rijeka - Zagreb     Milano - Cremona     - Mantova -     Ferrara - Porto     Levante/Venezia -	sections		access routes	
Nice – Ventimiglia  Trieste – Divača  Ljubljana – Zagreb  Zagreb – Budapest  Budapest – Miskolc – UA border  Lendava – Letenye  Vásárosnamény – UA border  Missing Perpignan – Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –				
Trieste – Divača  Ljubljana – Zagreb  Zagreb – Budapest  Budapest – Miskolc – UA border  Lendava – Letenye  Vásárosnamény – UA border  Missing link  Perpignan – Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –				
Ljubljana – Zagreb  Zagreb – Budapest  Budapest – Miskolc – UA border  Lendava – Letenye  Vásárosnamény – UA border  Missing link  Perpignan – Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –			Nice – Ventimiglia	
Zagreb – Budapest  Budapest – Miskolc – UA border  Lendava – Letenye Road  Vásárosnamény – UA border  Missing Perpignan – Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –			Trieste – Divača	
Budapest – Miskolc – UA border Lendava – Letenye Road  Vásárosnamény – UA border  Missing Perpignan – Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –			Ljubljana – Zagreb	
- UA border Lendava - Letenye Road  Vásárosnamény - UA border  Missing Perpignan - Montpellier  Madrid - Zaragoza - Barcelona  Koper - Divača  Rijeka - Zagreb  Milano - Cremona - Mantova - Ferrara - Porto Levante/Venezia -			Zagreb – Budapest	
Lendava – Letenye Road  Vásárosnamény – UA border  Missing Perpignan – Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –				
UA border  Missing   Perpignan -   Rail   Montpellier   Madrid - Zaragoza - Barcelona   Koper - Divača     Rijeka - Zagreb   Milano - Cremona - Mantova -   Ferrara - Porto   Levante/Venezia -				Road
UA border  Missing   Perpignan -   Rail   Montpellier   Madrid - Zaragoza - Barcelona   Koper - Divača     Rijeka - Zagreb   Milano - Cremona - Mantova -   Ferrara - Porto   Levante/Venezia -			Vásárosnamény –	
link  Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –				
link  Montpellier  Madrid – Zaragoza – Barcelona  Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –		Missing	Perpignan –	Rail
- Barcelona Koper – Divača  Rijeka – Zagreb  Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia –				
Koper – Divača  Rijeka – Zagreb  Milano – Cremona Inland – Mantova – Waterways  Ferrara – Porto Levante/Venezia –				
Milano – Cremona Inland – Mantova – Waterways  Ferrara – Porto Levante/Venezia –				
- Mantova - Waterways Ferrara - Porto Levante/Venezia -			Rijeka – Zagreb	
Ferrara – Porto Levante/Venezia –			Milano – Cremona	Inland
Ferrara – Porto Levante/Venezia –			– Mantova –	Waterways
			<i>Ferrara</i> – Porto	
Trieste/ Ravenna -				
Porto Garibaldi				

Alignment	Algeciras – Bobadilla –Madr	id – 7aragoza		
angiiment	Tarragona	iu – Zaragoza		
	Madrid – Valencia – Sagun	to _ Teruel _		
	Zaragoza	to – Teruer –		
	Sevilla – Bobadilla – Murcia			
	Cartagena – Murcia – Valenc	ia –		
	Tarragona/Palma de Mallorca			
	Tarragona – Barcelona – Per			
	Marseille – Genova/Lyon – I	La		
	Spezia/Torino – Novara – M	ilano –		
	Bologna/Verona – Padova – '	Venezia –		
	Ravenna/Trieste/Koper – Lju	bljana –		
	Budapest			
	Ljubljana/Rijeka – Zagreb – I	Budapest – U		
C	border	D.3		
Cross- border <b>links</b>	Barcelona – Perpignan	Rail		
border miks	Lyon – Torino: base tunnel	1		
	and access routes			
	Nice – Ventimiglia	1		
	<b>Venezia</b> – Trieste – Divača			
	– Ljubljana	1		
	Ljubljana – Zagreb			
	Zagreb – Budapest			
	Budapest – Miskolc – UA			
	border			
	Lendava – Letenye	Road		
	Vásárosnamény – UA	1		
	border			
Missing link	Almería – Murcia	Rail		
	Non-UIC gauge	1		
	interoperable lines on the			
	Iberian Peninsula Perpignan – Montpellier	1		
	Koper – Divača	-		
	Rijeka – Zagreb	_		
	Milano – Cremona –	Inland		
	Mantova – Porto	Waterways		
	Levante/Venezia –			
	Ravenna/Trieste			

Alignment	Algeciras – Bobadilla –Ma	adrid –
, menintin	Zaragoza – Tarragona	adi IU
	Madrid – Valencia – Sag	unto – Terue
	– Zaragoza	
	Sevilla – Bobadilla – Muro	
	Cartagena – Murcia – Vale	
	Tarragona/Palma de Mallo	orca –
	Barcelona	
	Tarragona – Barcelona – F	
	Toulouse/Marseille – Gen	
	Spezia/Torino – Novara – Bologna/Verona – Padova	
	Ravenna/Trieste/Koper – I	
	Budapest	
	Ljubljana/Rijeka – Zagreb	- Budapest -
	UA border	1
Cross-	Barcelona – Perpignan	Rail
border links	Lyon – Torino: base	_
	tunnel and access routes	
	Nice – Ventimiglia	_
	1 1100 Volumingha	
	Venezia – Trieste –	
	Divača – <b>Ljubljana</b>	_
	Ljubljana – Zagreb	
	Zagreb – Budapest	
	Budapest – Miskolc –	
	UA border	
	Lendava – Letenye	Road
	Vásárosnamény – UA	
) (' '	border	D "
Missing links	Almería – Murcia	Rail
111110	Non-UIC gauge	
	interoperable lines on	
	the Iberian Peninsula	
	Perpignan – Montpellier	
	Koper – Divača	1
	Rijeka – Zagreb	
	Milano – Cremona –	Inland
	Mantova – Porto	Waterways
	Levante/Venezia –	
	Ravenna/Trieste	

<sup>&</sup>lt;sup>3</sup> Zaragoza – Teruel – Valencia/Sagunto; Sagunto – Valencia – Madrid; and La Spezia EP AMs acceptable – covered by pGA; Toulouse – Narbonne EP AM acceptable; Barcelona – Perpignan EP AM acceptable – covered by pGA; missing links: Madrid – Zaragoza – Barcelona EP AM not acceptable – pGA addresses all non-UIC gauge sections on the Iberian peninsula; missing link Milano – Cremona – Mantova – Ferrara – Porto Levante/Venezia – Trieste/ Ravenna - Porto Garibaldi EP AM no

15400/18 ADD 1 REV 3

RH/sc/cf

TREE.2.A

LIMITE

7

Alignment	Luleå – F	Helsinki – Tallinn – Riga	
	Ventspils	s – Riga	
	Riga – K	aunas	
	Klaipeda	- Kaunas - Vilnius	
	Kaunas –	Warszawa	
		er – Warszawa – Łódź – I	
	Frankfurt	/Oder – Berlin – Hambu	rg – Kiel
	Łódź – K	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	
		Rotterdam – Antwerpen	1
D.		r – Köln – Antwerpen	n.:1
Pre-	Cross-	Tallinn – Rīga –	Rail
identified	border	Kaunas – Warszawa:	
sections		Rail Baltic new UIC	
		gauge fully	
		interoperable line	Rail/Inlan
		Świnoujście/Szczecin  – Berlin	
		Via Baltica Corridor	Waterway Road
		EE-LV-LT-PL	Koau
	Missing	Kaunas – Vilnius	Rail
	link	Tadando Viningo	Tun
	11111	Warszawa/Idzikowice	1
		– Poznań/Wrocław,	
		incl. connections to	
		the planned Central	
		Transport Hub	
		Kiel Kanal	Inland
		2 11 24 11	waterways
		Berlin – Magdeburg –	
		Hannover;	
		Mittellandkanal;	
		western German	
		canals	
		Rhine, Waal	
		Noordzeekanaal,	-
		IJssel, Twentekanaal	
		135501, 1 WUIIIUKaiiaal	

Core netwo	rk corridor "	'North Sea – Baltic'' <sup>4</sup>	
Alignment	Ventspils – I Riga – Kaur Klaipeda – I Kaunas – W BY border – Frankfurt/O Katowice/W UA/PL bora – Falkenberg Szczecin/Św Braunschwe Hannover – Bremerhave Hannover – Hengelo – A Amsterdam	Kaunas – Vilnius Farszawa  Warszawa – Łódź/Poznak  der – Berlin – Hamburg – Frocław  der – Rzeszów – Katowice g – Magdeburg  Frinoujście – Berlin – Mago  ig – Hannover  Bremen –  n/Wilhelmshaven  Osnabrück – / Kleve – Nij  Almelo – Deventer – Utrec	Kiel Łódź –  – Wrocław deburg –
		otterdam – Antwerpen Köln – Antwerpen	
Pre- identified sections	Cross- border	Tallinn – Rīga – Kaunas/Vilnius – Warszawa: Rail Baltic new UIC gauge fully interoperable line Antwerpen – Duisburg	Rail  Rail
		Świnoujście/Szczecin/ <i>Karniner Bridge</i> –  Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	Warszawa/Idzikowice - Poznań/Wrocław, incl. connections to the planned Central Transport Hub	Rail
		Kiel Kanal  Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals Rhine, Waal  Noordzeekanaal, IJssel, Twentekanaal	Inland waterways
	Upgrading (double- track)	Ruhrgebiet – Münster – Osnabrück – Hamburg	Rail

Core netwo	rk corridor "North Sea	– Baltic"		
Alignment	Luleå – Helsinki – Tall	inn – Riga		
	Ventspils – Riga			
	Riga – Kaunas			
	Klaipeda – Kaunas – V	ilnius		
	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 –	weig Huillovei		
	Bremerhaven/Wilhelms	shaven		
	Hannover – Osnabrück			
	– Deventer – Utrecht			
	Utrecht – Amsterdam			
	Utrecht – Rotterdam –	Antwerpen		
	Hannover – Köln – Ant	twerpen		
Cross-	Tallinn – Rīga –	Rail		
border	Kaunas – Warszawa:			
links	Rail Baltic new UIC			
	gauge fully			
	interoperable line	D 11/7 1 1		
	Świnoujście/Szczecin	Rail/Inland		
	- Berlin	Waterways		
	Via Baltica Corridor EE-LV-LT-PL	Road		
Missing	Kaunas – Vilnius	Rail		
link	Kaunas – viinius	Kan		
IIIK	Warszawa/Idzikowice			
	<ul> <li>Poznań/Wrocław,</li> </ul>			
	incl. connections to			
	the planned Central			
	Transport Hub			
	Kiel Kanal	Inland waterways		
	Berlin – Magdeburg –			
	Hannover;			
	Mittellandkanal;			
	western German			
	canals			
	Rhine, Waal			
	Noordzeekanaal,			
	IJssel, Twentekanaal			

Alignment	Luleå – Helsinki – Tall	inn – Riga
_	Ventspils – Riga	_
	Riga – Kaunas	
	Klaipeda – Kaunas – V	ilnius
	Kaunas – Warszawa	
	BY border – Warszawa	l —
	Łódź/Poznań – Frankfu	ırt/Oder –
	Berlin – Hamburg – Ki	el
	Łódź – Katowice/Wroc	
	UA border – Rzeszów – Wrocław – Falkenber	
	Magdeburg	8
	Szczecin/Świnoujście -	- Berlin –
	Magdeburg – Braunsch	
	Hannover	C
	Hannover – Bremen –	
	Bremerhaven/Wilhelms	shaven
	Hannover – Osnabrück	- Hengelo
	Almelo – Deventer – U	trecht
	Utrecht – Amsterdam	
	Utrecht – Rotterdam –	Antwerpen
	Hannover – Köln – An	twerpen
Cross-	Tallinn – Rīga –	Rail
border	Kaunas – Warszawa:	
links	Rail Baltic new UIC	
	gauge fully	
	interoperable line	
	Świnoujście/Szczecin	Rail/Inlan
	– Berlin	Waterway
	Via Baltica Corridor	Road
	EE-LV-LT-PL	
Missing	Kaunas – Vilnius <u>:</u>	Rail
links	part of Rail Baltic	
	new UIC gauge fully	
	interoperable line	
	Warszawa/Idzikowice	
	– Poznań/Wrocław,	
	incl. connections to	
	the planned Central	
	Transport Hub Kiel Kanal	Inland
	Kiel Kanai	Inland
	Berlin – Magdeburg –	waterways
	Hannover;	
	Mittellandkanal;	
	western German	
	canals	
	Rhine, Waal	
	Noordzeekanaal,	
	IJssel, Twentekanaal	

<sup>&</sup>lt;sup>4</sup> Łódź/Poznań and UA/PL border – Rzeszów EP AMs acceptable – covered by pGA; Kleve – Nijmegen EP AM not acceptable – outside of the core network; Kaunas/Vilnius EP AM not acceptable – not cross-border; Antwerpen – Duisburg EP AM not acceptable – outside of the core network; Karniner Bridge EP AM not acceptable – outside of the TEN-T; Ruhrgebiet – Münster – Osnabrück – Hamburg EP AM not acceptable – not part of the corridor; already a double track electrified line

Core netwo	rk corrido	r "North Sea – Medit	erranean"	Core network	rk corridor	"North Sea – Mediter	rranean" <sup>5</sup>
Alignment	Glasgow/ – Birmingh Felixstow London – Amsterda Brussel/E Luxembo Lyon – M Luxembo Antwerpe	am – ye/London/Southampto Lille – Brussel/Bruxel am – Rotterdam – Antw Bruxelles – Luxembour aurg – Metz – Dijon – N	n lles verp – g Macon –	Alignment	Foynes/Company Company	a Cliath/Dublin/Corca e/Antwerpen/Rotterdar Cork – Calais – Dunke e – Anvers – Rotterdan Border– Lille – Brussel Lille – cross-border ra -Quiévrain-Valencien	igh/Cork – n erque – n 'Bruxelles il link nes –
Pre- identified sections	Cross- border	Brussel/Bruxelles – Luxembourg – Strasbourg Terneuzen – Gent  Seine – Escaut Network and the related Seine, Escaut and Meuse river basins Rhine-Scheldt corridor	Inland waterways	Pre- identified sections	Brussel/B Luxembor - Marseill Luxembor Antwerpe	ruxelles – Luxembourg urg – Metz – Dijon – M	lacon – Lyon
	Missing link	Albertkanaal/Canal Bocholt-Herentals Dunkerque – Lille	Inland waterways			Network and the related Seine, Escaut and Meuse river basins Rhine-Scheldt corridor	
					Missing link	Albertkanaal/Canal Bocholt-Herentals Dunkerque – Lille	Inland waterways

Alignment	Belfast – Dublin – Shannon Foy Shannon Foynes/Dublin/Cork Le Havre/Calais/ Dunkerque/Zeebrugge/Ternet Antwerpen/Rotterdam/Amste Glasgow/Edinburgh – Liverpoo – Birmingham	: – uzen/Gent/ rdam
	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	lles verp – rg Macon – rg – Basel
Cross- border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
links	Terneuzen – Gent  Seine – Escaut Network and the related Seine, Escaut and Meuse river basins  Rhine-Scheldt corridor	Inland waterways
Missing link	Albertkanaal/ Canal Albert and Canal Bocholt-Herentals Dunkerque – Lille	Inland waterways

Core netwo	rk corridor "North Sea –		
Mediterran			
Alignment	Belfast UK border – Dublin	- Shannon	
	Foynes/Cork		
	<ul> <li>Shannon Foynes/Du</li> </ul>	ıblin/Cork –	
	Le Havre/Calais/		
	Dunkerque/Zeebrugge/Terne		
	Antwerpen/Rotterdam/Amst		
	Glasgow/Edinburgh Live		
	Manchester – Birmingham	<u>!</u>	
	Birmingham Felixstowe/		
	London/Southampton		
	<b>London</b> <i>UK border</i> – Lille –	-	
	Brussel/Bruxelles		
	Amsterdam – Rotterdam – A		
	Brussel/Bruxelles – Luxemb		
	Luxembourg – Metz – Dijon	– Macon –	
	Lyon – Marseille		
	Luxembourg – Metz – Strasl	oourg –	
	Basel	-4	
	Antwerpen/Zeebrugge – Ger Calais/Dunkerque/Lille – Pa		
	- Le Havre	iiis— Koueii	
Cross-	Brussel/Bruxelles –	Rail	
border	Luxembourg – Strasbourg	Kaii	
links	Terneuzen – Gent	Inland	
IIIKS	Terneuzen – Gent	waterways	
	Seine – Escaut Network	waterways	
	and the related Seine,		
	Escaut and Meuse river		
	basins		
	Rhine-Scheldt corridor		
Missing	Albertkanaal/ Canal Albert	Inland	
links	and Canal Bocholt-	waterways	
	Herentals		

15400/18 ADD 1 REV 3 RH/sc/cf LIMITE EN TREE.2.A

<sup>&</sup>lt;sup>5</sup> [...] deletion of UK sections EP AM acceptable; Derry – Sligo – Galway – Shannon Foynes/Cork EP AM not acceptable – outside of the core network; Baile Átha Cliath/Dublin/Corcaigh/Cork – Zeebrugge/Antwerpen/Rotterdam and Dublin – Cork – Calais – Dunkerque – Zeebrugge – Anvers – Rotterdam EP AM covered by pGA; cross-border rail link Bruxelles-Quiévrain-Valenciennes EP AM not acceptable – outside of the core network

Alignment	Hamburg	, – Berlin	
	Rostock – Berlin – Dresden		
	Bremerha	aven/Wilhelmshaver	1 —
		rg – Dresden	
	Dresden -	– Ústí nad Labem –	
		raha – Lysá nad	
		oříčany – Kolin	
	1	Pardubice – Brno –	
		ntislava – Budapest -	
	,	a – Craiova – Calafa	at – Vidin –
	Sofia		
		lovdiv – Burgas	
		- TR border – Alexa	
		Thessaloniki – Ioan	nina –
		Igoumenitsa	
		border – Thessaloni	
		hessaloniki – Athina	
	Piraeus/Ikonio – Heraklion – Lemesos (Vasiliko) – Lefkosia Athina – Patras/Igoumenitsa		
			D
Pre- identified	Cross- border	Dresden – Praha Wien/Bratislava	Kall
sections	border		
sections		<ul><li>Budapest</li><li>Békéscsaba –</li></ul>	
		Arad	
		Alau	
		Calafat – Vidin –	
		Sofia –	
		Thessaloniki	
		TR border –	
		Alexandropouli	
		FYROM border	-
		– Thessaloniki	
		Ioannina –	Road
		Kakavia (AL	
		border)	
		Hamburg –	Inland
		Dresden – Praha	waterways
		- Pardubice	
	Missing	Thessaloniki –	Rail
	link	Kavala	

Alignment	Hamburg	– Berlin	
8		Berlin – Dresden	
	1	ven/Wilhelmshaven – l	Magdeburg –
	Dresden		
	Dresden -	- Ústí nad Labem – Me	lnik/Praha –
	Lysá nad	Labem/Poříčany – Koli	in
	Kolin – Pa	ardubice – Brno – Wiei	n/Bratislava -
	Budapest	– Arad – Timişoara – C	Craiova –
	Calafat –	Vidin – Sofia	
	Sofia – Pl	ovdiv – Burgas	
	Plovdiv –	TR border - Alexandro	opouli –
	Kavala – '	Thessaloniki – Ioannina	a –
		goumenitsa	
	1	border – Thessaloniki	
	1	nessaloniki – Athina –	
	1	onio – Heraklion – Ler	nesos
		– Lefkosia	
	_	Patras/Igoumenitsa	D 11
Pre-	Cross-	Dresden – Praha	Rail
identified	border	Wien/Bratislava –	
sections		Budapest	1
		Békéscsaba – Arad	
		Calafat – Vidin –	1
		Sofia –	
		Thessaloniki	
		TR border –	-
		Alexandropouli	
		FYROM border –	1
		Thessaloniki	
		Ioannina – Kakavia	Road
		(AL border)	Koau
			-
		Craiova – Vidin	
		Hamburg –	Inland
		Dresden – Praha –	waterways
		Pardubice	
	Missing	Thessaloniki –	Rail
	link	Kavala	
		Budapest	1
		Kelenföld –	
		Ferencváros	
		Szolnok train	1
		station	
		suuon	1

Alignment	Hamburg – Berlin	
	Rostock – Berlin – Dresden	
	Bremerhaven/Wilhelmshaven -	_
	Magdeburg – Dresden	
	Dresden – Ústí nad Labem – M	Ielnik/Praha
	– Lysá nad Labem/Poříčany – I	Kolin
	Kolin – Pardubice – Brno –	
	Wien/Bratislava – Budapest – A	
	Timişoara – Craiova – Calafat	– Vidin –
	Sofia	
	Sofia – RS border/FYROM b	
	Sofia – Plovdiv – Burgas/ <b>TR</b> b [] TR border – Alexandropo	
	- Thessaloniki – Ioannina –	uii – Kavaia
	Kakavia/Igoumenitsa	
	FYROM border – Thessaloniki	i
	Sofia – Thessaloniki – Athina -	_
	Piraeus/Ikonio – Heraklion – L	emesos
	(Vasiliko) – Lefkosia/Larnaka	ı
	Athina – Patras/Igoumenitsa	
Cross-	Dresden – Praha/Kolín	Rail
border links	Wien/Bratislava – Budapest	_
	Békéscsaba – Arad –	
	Timişoara	4
	Craiova – Calafat – Vidin –	
	Sofia – Thessaloniki	4
	Sofia – RS border/FYROM	
	border TR border – Alexandropouli	-
	1 K border – Alexandropouri	
	FYROM border –	1
	Thessaloniki	
	Ioannina – Kakavia (AL	Road
	border)	]
	Drobeta Turnu	
	Severin/Craiova – Vidin –	
	Montana — Vidii —	
	Sofia – RS border	-
	Hamburg – Dresden – Praha	Inland
	- Pardubice	waterways
Missing links	Igoumenitsa - Ioannina	Rail
IIIKS	Praha – Brno	1
	Thessaloniki – Kavala –	1
	Alexandropouli	
	Timişoara – Craiova	┨

Alignment	Hamburg – Berlin	
C	Rostock – Berlin – Dresden	
	Bremerhaven/Wilhelmshaven	_
	Magdeburg – Dresden	
	Dresden – Ústí nad Labem –	
	Melnik/Praha – Lysá nad Labe	m/Poříča
	– Kolin	
	Kolin – Pardubice – Brno –	
	Wien/Bratislava – Budapest –	Arad –
	Timișoara – Craiova – Calafat	– Vidin –
	Sofia	
	Sofia – RS border/FYROM b	order
	Sofia – Plovdiv – Burgas/TR I	order
	TR border – Alexandropouli –	
	Thessaloniki – Ioannina –	
	Kakavia/Igoumenitsa	
	FYROM border – Thessalonik	i
	Sofia – Thessaloniki – Athina	
	Piraeus/Ikonio – Heraklion – I	
	(Vasiliko) – Lefkosia/ <b>Larnak</b> a	ì
	Athina – Patras/Igoumenitsa	
Cross-	Dresden – Praha/ <b>Kolín</b>	Rail
border	Wien/Bratislava – Budapest	
links	Békéscsaba – Arad –	
	Timişoara	
	<b>Craiova</b> – Calafat – Vidin –	
	Sofia – Thessaloniki	
	Sofia – RS border/FYROM	
	border	
	TR border – Alexandropouli	
	Tic border Triexandropoun	
	FYROM border –	
	Thessaloniki	
	Ioannina – Kakavia (AL	Road
	border)	rtoud
	,	
	Drobeta Turnu	
	Severin/Craiova – Vidin –	
	Montana	
	Sofia – RS border	
	Hamburg – Dresden – Praha	Inland
	– Pardubice	waterwa
Missing	Igoumenitsa - Ioannina	Rail
links	150 amemba 10 ammu	Ituii
	Praha – Brno	
	Thessaloniki – Kavala –	
	Alexandropouli	
	Timişoara – Craiova	

<sup>&</sup>lt;sup>6</sup> Craiova – Vidin EP AM acceptable – covered by pGA; Budapest Kelenföld – Ferencváros and Szolnok train station EP AM not acceptable – no reference to specife node projects in the Annex; nodes are a horizontal priority

Alignment	Genova -	- Milano – Lugano – Bas	el						
C	Genova -	- Novara – Brig – Bern –	Basel -						
	Karlsruh	e – Mannheim – Mainz –	Koblenz -						
	Köln								
	Köln – D	üsseldorf – Duisburg –							
	Nijmeger	n/Arnhem – Utrecht – An	nsterdam						
	Nijmeger	n – Rotterdam – Vlissinge	en						
	Köln – Liège – Bruxelles/Brussel – Gent Liège – Antwerpen – Gent – Zeebrugge								
Pre-	Cross-	Zevenaar – Emmerich	Rail						
identified	border	<ul><li>Oberhausen</li></ul>							
sections		Karlsruhe – Basel							
		Milano/Novara – CH							
		border							
		Basel –	Inland						
		Antwerpen/Rotterdam	waterway						
		- Amsterdam							
	Missing	Genova –	Rail						
	link	Tortona/Novi Ligure							

Core netwo	rk corrido	r " Rhine – Alpine" <sup>7</sup>						
Alignment	Genova – Milano – Lugano – Basel Genova – Novara – Brig – Bern – Basel - reestablishment cross-border rail bridge Freiburg (Breisgau)-Colmar – Rastatt- Haguenau cross-border connection – Karlsruhe – Mannheim – Mainz – Koblenz – Köln							
		Verona - Trento - Bozen k - München, including t						
	Köln – Düsseldorf – Duisburg – Nijmegen/Arnhem – Utrecht – Amsterdam Nijmegen – Rotterdam – Vlissingen Köln – Liège – Bruxelles/Brussel – Gent							
Pre- identified sections	Cross- border	Cross Edition Eminerion						
	Basel – Inland Antwerpen/Rotterdam – Amsterdam							
	Missing link	Genova – Tortona/Novi Ligure	Rail					

Alignment	Genova – Milano – Lugano	o – Basel					
J	Genova – Novara – Brig – Bern – Basel						
	– Karlsruhe – Mannheim –	Mainz –					
	Koblenz – Köln						
	Köln – Düsseldorf – Duisb	urg –					
	Nijmegen/Arnhem – Utrec	ht –					
	Amsterdam						
	Nijmegen – Rotterdam – V	•					
	Köln – Liège – Bruxelles/E	Brussel –					
	Gent						
	Liège – Antwerpen – Gent – Zeebrugge						
Cross-border	Zevenaar – Emmerich –	Rail					
	Oberhausen	4					
links	Karlsruhe – Basel						
	Milano/Novara – CH	1					
	border						
	Basel –	Inland					
	Antwerpen/Rotterdam –	waterways					
	Amsterdam						
Missing link	Genova – Tortona/Novi	Rail					
THISSING HIK	Ligure						
	Zeebrugge – Gent						

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

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<sup>&</sup>lt;sup>7</sup> reestablishment cross-border rail bridge Freiburg (Breisgau)-Colmar – Rastatt-Haguenau cross-border connection EP AM not acceptable – outside of the TEN-T; Milano - Verona - Trento - Bozen - Innsbruck - München, including the Brenner Corridor EP AM not acceptable – not relevant to the corridor; located on Med/ScanMed corridors; ntwerpen – Duisburg EP AM not acceptable – outside of the core network

Alignment	Strasbour  – Nürnbe  München	rg – Stuttgart – München – rg – Mannheim – Frankfurt rrg – Regensburg – Passau /Nürnberg – Praha – Ostra	– Würzburg – Wels/Linz
	Wels/Lin	Košice – UA border z – Wien – Bratislava – Bu	dapest –
	Vukovar Wien/Bra	atislava – Budapest – Arad	_
		Craiova – Bucurešti – Const	
Pre-	Cross-	München – Praha	Rail
identified sections	border	Nürnberg – Plzen	
		München – Mühldorf – Freilassing - Salzburg	
		Strasbourg – Kehl	
		Appenweier Hranice – Žilina	
		Wien –	
		Bratislava/Budapest Bratislava – Budapest	
		Békéscsaba – Arad	
		Danube (Kehlheim - Constanța/Midia/Sulina) and the related Sava and Tisza river basins	Inland Waterways
		Zlín – Žilina	Road
	Missing	Stuttgart – Ulm	Rail
	link	Salzburg – Linz	
		Arad – Craiova	
		București – Constanța	

Alignment	Paris – S	Strasbourg – Stuttgart – Aug	rsburg –					
<b>g</b>	l	n – <i>Salzburg</i> – Wels/Linz	9					
	l	rg – Mannheim – Frankfurt	– Würzburg					
		erg – Regensburg – Passau -						
	l	n/Nürnberg – Praha – Ostrav						
		Košice – UA border						
	Wels/Lin	z – Wien – Bratislava – Bu	dapest –					
	Vukovar							
	Wien/Bra	Wien/Bratislava – Budapest – Arad –						
	Brašov/C	Brašov/Craiova – Bucurešti – <i>Focșani – Albita</i>						
	(MD bor	der) / Constanta – Sulina						
Pre-	Cross-	München – Praha	Rail					
identified	border	NI DI						
sections		Nürnberg – Plzen						
		München – Mühldorf –						
		Freilassing - Salzburg						
		Strasbourg – Kehl						
		Appenweier						
		Hranice – Žilina						
		Wien –						
		Bratislava/Budapest						
		Bratislava – Budapest						
		Békéscsaba – Arad						
		Danube (Kehlheim -	Inland					
		Constanța/Midia/Sulina)	Waterways					
		and the related Sava and						
		Tisza river basins						
		Zlín – Žilina	Road					
	Missing	Stuttgart – Ulm	Rail					
	link	Salzburg – Linz						
		Arad – Craiova						
		București – Constanța						
		Arad - Brasov	Rail					
		Brasov - Predeal	Rail					
		București - Craiova	Rail					

Core netwo	rk corridor "Rhine – Danube'	"
Alignment	Strasbourg – Stuttgart – Münc Wels/Linz  Strasbourg – Mannheim – Fra Würzburg – Nürnberg – Reger Passau – Wels/Linz  München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Koš border  Wels/Linz – Wien – Bratislava – Vukovar  Wien/Bratislava – Budapest – Brašov/Craiova – Bucurešti – Sulina	nkfurt – nsburg – ice – UA a – Budapest Arad –
Cross- border	München – Praha	Rail
links	Nürnberg – Plzen	
IIIKS	München – Mühldorf – Freilassing - Salzburg	
	Strasbourg – Kehl Appenweier	
	Hranice – Žilina	
	Košice – UA border	
	Wien – Bratislava/Budapest	
	Bratislava – Budapest	
	Békéscsaba – Arad– Timişoara	
	Danube (Kehlheim - Constanţa/Midia/Sulina) and the related <b>Váh</b> , Sava and Tisza river basins	Inland Waterways
	Zlín – Žilina	Road

A 1°	Ctural Ctuttered N	<b>1</b> ::1						
Alignment	Strasbourg – Stuttgart – N Wels/Linz	lunchen –						
	Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz							
	München/Nürnberg – Pra Ostrava/Přerov – Žilina – UA border							
	Wels/Linz – Wien – Brati Budapest – Vukovar	slava –						
	Wien/Bratislava – Budapest – Arad – Brašov/Craiova – Bucurešti – Constanta – Sulina							
Cross- border	München – Praha	Rail						
links	Nürnberg – Plzen							
IIIKS	München – Mühldorf – Freilassing - Salzburg							
	Strasbourg – Kehl Appenweier							
	Hranice – Žilina							
	Košice – UA border							
	Wien – Bratislava/Budapest							
	Bratislava – Budapest							
	Békéscsaba – Arad– <b>Timişoara</b>							
Danube (Kehlheim - Constanţa/Midia/Sulina) and the related <b>Váh</b> , Sava and Tisza river basins								

<sup>&</sup>lt;sup>8</sup> Paris – Strasbourg – Stuttgart – Augsburg – München – Salzburg – Wels/Linz; EP AM not acceptable; extension to Paris creates and unnecesseary overlap with Atlantic corridor; Augsburg and Salzburg already on the Rhine-Danube; Focşani – Albita (MD border) EP AM not acceptable – outside of the core network; however, the section is included in the list of comprehensive sections; missing links: Arad – Brasov, Brasov – Predeal and Bucuresti – Craiova EP AMs partly covered by pGA

							Missing links	Stuttgart – Ulm	Rail		Zlín – Žilina	Road
							liliks	Salzburg – Linz		Missing links	Stuttgart – Ulm	Rail
								[] Craiova – <b>București</b>			Salzburg – Linz	
								[]Sighișoara – Predeal			Craiova – <b>București</b>	
											Sighișoara – Predeal	
		"Scandinavian – Mediterranean"	Core networ	k corridor	"Scandinavian – Med	literranean'' <sup>9</sup>	Core networ	rk corridor "Scandinavian –		Core network Mediterrane	rk corridor "Scandinavia	n –
Pre-identified sections	Turku/Na Malmö Narvik/O Oslo – Go Malmö – Aalborg – Københav Hannover Bremerha Nürnberg Rostock – Nürnberg Bologna – Livorno/I – Bari – 7	iven – Bremen – Hannover –	Pre-identified sections	Turku/Na Malmö  Narvik/O  Oslo – G  Malmö – Aalborg : Københa Hannove  Bremerha Nürnberg  Rostock – Erfurt/W  Nürnberg  Bologna  Livorno/I – Bari – T	aven – Bremen – Hanno	Stockholm  Stockholm  Illeborg  ia – Aarhus –  //n  Hamburg –  over –  g –  ck – Verona –  coma – Napoli	Alignment  Cross-border links	RU border – Hamina/Kotka – I Turku/Naantali – Stockholm – Örebro(Hallsberg)/Linköping Narvik/Oulu – Luleå – Umeå – Stockholm/Örebro(Hallsberg) Oslo – Goteburg – Malmö – Tr Malmö – København – Frederi Aarhus – Aalborg – Hirtshals/Frederikshavn København – Kolding/Lübeck – Hannover Bremerhaven – Bremen – Ham Nürnberg Rostock – Berlin – Leipzig – M Nürnberg – München – Innsbru Verona – Bologna – Ancona/Fi Livorno/La Spezia – Firenze – Napoli – Bari – Taranto – Valletta/Marsaxlokk Cagliari – Napoli – Gioia Tau Palermo/Augusta – Valletta/M RU border – Helsinki København – Hamburg: Fehmarn belt fixed link access routes München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	- Malmö relleborg cia -  - Hamburg nover -  fünchen nck - renze Roma -	Alignment  Cross-border links	RU border – Hamina/Kot Helsinki – Turku/Naantal Stockholm – Örebro(Hallsberg)/Linkö Malmö Narvik/Oulu – Luleå – Un Stockholm/Örebro(Halls Oslo – Goteburg – Malmö Trelleborg Malmö – København – Fr Aarhus – Aalborg - Hirtshals/Frederikshavn København – Kolding/Lü Hamburg – Hannover Bremerhaven – Bremen – Nürnberg Rostock – Berlin – Leipzi München Nürnberg – München – Ir Verona – Bologna – Anco Livorno/La Spezia – Firet – Napoli – Bari – Taranto Valletta/Marsaxlokk Cagliari – Napoli – Gioia Palermo/Augusta – Valletta/Marsaxlokk	i –  sping –  meå –  sberg)  5 –  redericia  beck –  Hannov  ig –  nnsbruck  ona/Fire
	1				belt fixed link access routes  München – Wörgl			København – Hamburg: Fehmarn belt fixed link	Rail/Road		München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base	
					– Innsbruck –						tunnel and its access	

<sup>&</sup>lt;sup>9</sup> Halle/Leipzig – Erfurt/Weimar EP AM not acceptable; partly already on the corridor; Cagliari and Marsaxlokk EP AM acceptable – covered by pGA; Trelleborg - Malmö - Göteborg - No border (cross-border, rail) and Göteborg-Oslo EP AM acceptable; Helsingborg-Helsingør EP AM not acceptable – outside of the core network; Copenhagen-Malmö EP AM not acceptable

				Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes			Göteborg-Oslo  Velevelesen	De:1/Deed
				Trelleborg - Malmö - Göteborg - No border (cross- border, rail) Göteborg-Oslo  Helsingborg- Helsingør Copenhagen- Malmö			København – Hamburg: Fehmarn belt fixed link	Rail/Road
				København – Hamburg: Fehmarn belt fixed link	Rail/Road			
19.	2. Pre-identified sections on the comprehensive network	2. Pre-identi	fied section	ns on the comprehensiv	e network	<b>2. Indicative list of cross-border links</b> [] on the comprehensive network		
20.	The cross-border sections of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:	The related elements located on the comprehensive network referred to at Article 9(2)(a)(i) and the cross-border links of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:			er <i>links</i> of the (a)(ii) of this	The cross-border sections of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:		

Dublin	n – Strabane – Letterkenny	Road
	Huesca	Rail
Lyon -	- CH border	Rail
Athus	– Mont-Saint-Martin	Rail
Antwe	erpen – Duisburg	Rail
Mons	- Valenciennes	Rail
Gent -	- Terneuzen	Rail
Heerle	en – Aachen	Rail
Gronii	ngen – Bremen	Rail
Stuttga	art – CH border	Rail
Berlin	- Rzepin/Horka - Wrocław	Rail
Prague	e – Linz	Rail
	h – Ljubljana	Rail
Pivka	– Rijeka	Rail
Plzeň	– České Budějovice – Wien	Rail
Wien -	- Gyor	Rail
Graz -	Gyor	Rail
Neum	arkt-Kalham - Mühldorf	Rail
Ambe	r Corridor PL-SK-HU	Rail
Via Ca HU-R	arpathia Corridor BY/UA border-PL-SK-O	Road
Budap	est – Osijek – Svilaj (BiH border)	Road
Faro –	Huelva	Rail
Porto -	- Vigo	Rail
Giurgi	u – Varna/Bourgas	Rail
Svilen	grad – Pithio	Rail
1 1		1

Dublin – Strabane – Letterkenny	Road
Derry - Sligo - Galway	Rail
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
[]	[]
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Ancona – Foggia	Rail/Road
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz – <i>Celldömölk</i> – Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK- HU-RO	Road
	D 1
Budapest – Osijek – Svilaj (BiH border)	Road
Timișoara – Moravița	Road
Faro – Huelva	Rail Rail
Porto - Vigo	
București – Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail
Siret – Suceava	Road
Focșani – Albița	Road
München – Salzburg – Laibach	Rail
Gallarate/Sesto C. – Laveno/Luino	Rail

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Breda – Venlo – Viersen – Duisburg	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Gallarate/Sesto Calende – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Celldömölk – Győr	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Focșani – MD border	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
	Rail
Giurgiu – Varna/Bourgas	Ituii

	PART IV: IDENTIFICATION OF CROSS-BORDER PROJECTS IN THE FIELD OF RENEWABLE ENERGY	PART IV: IDENTIFICATION OF CROSS-BORDER PROJECTS IN THE FIELD OF RENEWABLE ENERGY	PART IV: IDENTIFICATION OF CROSS-BORDER PROJECTS IN THE FIELD OF RENEWABLE ENERGY	
23.	1. Objective of cross-border projects in the field of renewable energy	1. Objective of cross-border projects in the field of renewable energy	1. Objective of cross-border projects in the field of renewable energy	
24.				Proposed compromise:
25	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.
	2. General criteria	2. General criteria	2. 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:	In order to qualify as a cross-border project in the field of renewable energy, a project shall meet all of the following general criteria:	COM
27.	(a) it shall be included in a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9 or 11 of Directive 2009/28/EC;	(a) it shall be included in a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9 or 11 of Directive 2009/28/EC;	(a) it shall be included in a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in []  Directive [(EU) 2018/XXXX of the European Parliament and of the Council (Renewable Energy Directive)];	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.
29.	(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 costs, including in the longer term, as assessed on the basis of	<ul> <li>(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;</li> <li>(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of</li> </ul>	<ul> <li>(b) it shall provide cost savings in the deployment of renewables [] or benefits for system integration, security of supply or innovation [];</li> <li>(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of</li> </ul>	Keep CGA
	the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]	the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]	the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]	Com
30.	3. Cost-benefit analysis	3. Cost-benefit analysis	3. Cost-benefit analysis	
	The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:	The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:	The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:	COM
	(a) costs of electricity generation;	(a) costs of electricity generation;	(a) costs of electricity generation;	COM
	(b) system integration costs;	(b) system integration costs;	(b) system integration costs;	COM
	(c) cost of support;	(c) cost of support;	(c) cost of support;	COM
-	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	COM
37.	(e) security of supply;  (f) air and other local pollution;	(e) security of supply;  (f) air and other local pollution or effects on local nature and the environment;	(e) security of supply;  (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

eligible for selection renewable energy ur kind of arrangement Member States and to or 11 of Directive 20 of cross-border projection	ect, including Member States, potentially n as a cross-border project in the field of nder a cooperation agreement or any other t between Member States and/or between third countries as set out in Articles 6, 7, 9,	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	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	Proposed compromise:  (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
the field of renewable application shall incommission to evaluation down in points 2 and to in Article 7.	2009/28/EC and seeking to obtain the status jects in the field of renewable energy, shall on for selection as a cross-border projects in ble energy to the Commission. The clude the relevant information to allow the luate the project against the criteria laid and 3, in line with the methodologies referred hall ensure that promoters are given the	countries as set out in Articles 9 or 11 of Directive (EU) 2018/ of the European Parliament and of the Council <sup>1/+</sup> . 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.	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	third <b>country or</b> countries as set out [] <b>in Articles 8, 9, 11 and 13 of</b> Directive <b>(EU) 2018/2001</b> and seeking to obtain the status of crossborder 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.
opportunity to apply	y for the status of cross-border projects in ble energy at least once a year.	opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.	opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.	COM
	nall conduct appropriate consultations on ubmitted to become cross-border projects	The Commission shall conduct appropriate consultations on the list of projects submitted to become cross-border projects in the	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 one representative of each Member State and one from 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, and submit to the group mentioned in paragraph 3 a list of eligible projects in the field of renewable energy that comply with the criteria set out in Article 7 and paragraph 5 to the group.  (5) The group referred to in paragraph 3 shall be given [] relevant information, unless commercially sensitive, on the eligible projects included in the list submitted by the Commission regarding the following criteria []: - a confirmation of the compliance with the eligibility

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.

OJ ...

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<sup>&</sup>lt;sup>+</sup> OJ please insert title, number and OJ reference of COD 2016/0382 (renewable energy).

				<ul> <li>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;</li> <li>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;</li> <li>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.</li> <li>(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.</li> <li>(7) On the basis of the evaluation results, the</li> </ul>
				group shall [] <u>agree on</u> a draft list of projects to become cross-border projects in the field of renewable energy to be adopted in accordance with paragraph 8.
43.			The Commission shall adopt the final list of selected cross-border projects in the field of renewable energy by delegated act on the basis of a draft list proposed by Member States agreed on in the competent group, and shall publish on its website the list of selected cross-border projects in the field of renewable energy.	(8) The Commission shall adopt the final list of selected cross-border projects in the field of renewable energy by delegated act on the basis of a draft list referred to in paragraph (7) and taking into account paragraph (10), [] and shall publish on its website the list of selected cross-border projects in the field of renewable energy.  This list shall be reviewed as necessary at least every two years.
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 criteria laid down in points 2 and 3.  The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim for a manageable total number. The Commission shall endeavour to ensure an appropriate geographical balance in the identification of cross-border projects in the field of renewable energy. Regional groupings may be used for the identification of projects.	The Commission shall evaluate the applications against the criteria laid down in points 2 and 3.  The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim for a manageable total number. The Commission shall endeavour to ensure an appropriate geographical balance in the identification of cross-border projects in the field of renewable energy. Regional groupings may be used for the identification of projects.	The Commission shall evaluate the applications against the criteria laid down in points 2 and 3.  The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim [] to ensure an appropriate geographical balance in the identification of [] such projects []. Regional groupings may be used for the identification of projects.	[] covered by paragraph 1  (10) The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim [] to ensure an appropriate geographical balance in the identification of [] such projects []. Regional groupings may be used for the identification of projects.

4	17.				(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.
4	18.			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 INTEREST	PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON INTEREST	PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON INTEREST	PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON INTEREST
50.		1. Gigabit and 5G or other state-of-art mobile connectivity		1. Gigabit connectivity <i>including 5G and other</i>
51.	Gigabit connectivity to socio-economic drivers	to socio-economic drivers	Gigabit connectivity to socio-economic drivers	state-of-the-art to socio-economic drivers  Actions shall be prioritised taking into account the
	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.	function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the [] additional area coverage generated, including households. The available budget shall be allocated in a geographically balanced manner across Member States.
52.	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to Gigabit <i>including 5G and other state-of-art</i> connectivity for:
53.	- Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients <sup>1</sup> ;	- Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients <sup>1</sup> ;  See also COM(2018) 233 final - Commission	- Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients <sup>1</sup> ;	- [] hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients <sup>1</sup> ;  See also COM(2018) 233 final - Commission Communication on enabling the digital transformation of health and care in the Digital Single
	Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.	Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.	Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.	Market; empowering citizens and building a healthier society.
54.	- Gigabit Connectivity for education and research centres, in the context of the efforts to close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency <sup>2</sup> .	- Gigabit Connectivity for education and research centres, in the context of the efforts to <i>facilitate the use of inter alia high-speed computing, cloud applications and big data</i> , close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency <sup>2</sup> .  2 See also COM(2018) 22 final - Commission	Gigabit Connectivity for education and research centres, in the context of the efforts to close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency <sup>2</sup> .  2 See also COM(2018) 22 final - Commission	- [] education and research centres, in the context of the efforts to <i>facilitate the use of inter alia high-speed computing, cloud applications and big data,</i> close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency <sup>2</sup> 2 See also COM(2018) 22 final - Commission Communication on the Digital Education
	Communication on the Digital Education Action Plan	Communication on the Digital Education Action Plan	Communication on the Digital Education Action Plan	Action Plan
55.		- 5G or very-high capacity wireless broadband connectivity for education and research centres, hospitals and medical centres in the context of the efforts to bring uninterrupted 5G wireless broadband coverage to all urban centres by 2025.		- uninterrupted 5G wireless broadband coverage to all urban areas by 2025
56.	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities
57.	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:

58.	- are implemented by a public sector body as referred to	- are implemented by a public sector body as referred to in	- are implemented by a public sector body as referred to in	- are implemented by a public sector body as referred to in the paragraph below which is capable
	in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum	the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum	the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum	of planning and supervising the installation, as well as ensuring for a minimum of three years the
	of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;	of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;	of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;	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 and non- discriminatory 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 <b>multi-</b> <b>lingual</b> online tools;
62a				- in view of achieving synergies and increasing capacity and improving user experience, these actions shall facilitate the deployment of 5G ready small-area wireless access points, as defined in Directive EU/2018/1972;
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
	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 <sup>3</sup> 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 <sup>3</sup> 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 <sup>3</sup> 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 Council³ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points.  3 Directive (EU) 2016/2102 of the
	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).	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).	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.	[]  3. Indicative list of 5G corridors <i>and cross-border</i>	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 <i>including 5G</i> and other state-of-the-art connectivity.  3. Indicative list of 5G corridors and cross-
68.	3. Indicative list of 5G corridors eligible for funding	connections eligible for funding	3. Indicative list of 5G corridors eligible for funding	border backbone connections eligible for funding

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Comments have a simple pursu action experient extensions (indicate this percentage).	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 <sup>4</sup> , 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 <sup>5</sup> 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 <sup>6</sup> .  4 Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587  5 Connected and Automated Mobility  6 Sections in italics are located outside of the TEN-T core network corridors but included in the 5G corridors		uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the crossborder sections for CAM <sup>5</sup> 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 <sup>6</sup> .  Connectivity for a Competitive Digital Single		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 <sup>4</sup> , 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 <sup>5</sup> 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		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 <sup>4</sup> , actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the crossborder sections for CAM <sup>5</sup> 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.  Core network corridor "Atlantic"  Cross-border sections for CAM experimentation  Porto - Vigo  Merida - Evora  Paris - Amsterdam - Frankfurt  Aveiro - Salamanca  San Sebastian -	
			Core network corridor	"Atlantic"			for larger scale deployment of CAM	Metz – Paris – Bordeaux – Bilbao – Vigo – Porto – Lisbon
Cr	ore network corridor ross-border sections r CAM	Porto-Vigo and Merida-Evora	Cross-border sections for CAM experimentation	Porto-Vigo and Merida-Evora  Azores/Madeira Islands - Lisbon - Paris - Amsterdam - Frankfurt	Core network corridor  Cross-border sections	"Atlantic"  Porto-Vigo and Merida-Evora		Bilbao – Madrid – Lisbon Madrid - Merida - Sevilla - Tarifa
M se	perimentation ore extensive ction for larger scale ployment of CAM	Metz – Paris - Bordeaux – Bilbao – Vigo – Porto – Lisbon -Bilbao – Madrid – Lisbon	More extensive section for larger scale	Aveiro - Salamanca  Metz - Paris - Bordeaux - Bilbao - Vigo - Porto - Lisbon	for CAM experimentation More extensive section for larger scale	and Aveiro – Salamanca  Metz – Paris - Bordeaux – Bilbao  – Vigo – Porto – Lisbon  Bilbao – Madrid – Lisbon	Deployment of backbone networks, including with submarine cables	Azores/Madeira Islands - Lisbon
71.			deployment of CAM	-Bilbao – Madrid – Lisbon	deployment of CAM	-Bilbao – Madrid – Lisbon	Core network corridor	"Baltic – Adriatic"
Cros for C	e network corridor ' ss-border sections CAM	Baltic – Adriatic"	Cross-border sections for CAM	"Baltic – Adriatic"	Cross-border sections for CAM	"Baltic – Adriatic"	Cross-border sections for CAM experimentation	- Charle Wa
Mor for l	reimentation e extensive section arger scale oyment 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 – Trieste	experimentation  More extensive section for larger scale deployment of CAM	Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana – <b>Koper</b> – Trieste	More extensive section for larger scale deployment of CAM	Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana <b>- Koper</b> / Trieste

72.							Core network corridor	"Mediterranean"
							Cross-border sections for CAM experimentation  More extensive section	Budapest – Zagreb –
					Core network corridor	"Mediterranean"	for larger scale deployment of CAM	Ljubljana - Rijeka - Split - Dubrovnik
					Cross-border sections for CAM experimentation More extensive section for larger scale	Budapest – Zagreb – Ljubljana / Rijeka / Split - <b>Dubrovnik</b>		Ljubljana - Zagreb - Slavonski Brod - Bajakovo (border with Serbia) Slavonski Brod Đakovo - Osijek
	Core network corrido	or "Mediterranean"	Core network corridor  Cross-border sections	"Mediterranean"  Submarine cable networks	deployment of CAM  More extensive section for larger scale deployment of CAM	Ljubljana-Zagreb – Slavonski Brod – Bajakovo (transition towards Serbia) with an extension Slavonski Brod towards Osijek (via Đakovo)		Montpellier - Narbonne - Perpignan - Barcelona - Valencia - Malaga - Tarifa with an extension to Narbonne - Toulouse
	for CAM experimentation  More extensive section for larger scale deployment of CAM	Budapest – Zagreb – Ljubljana / Rijeka / Split	for CAM experimentation  More extensive section for larger scale deployment of CAM	Lisbon – Marseille – Milan  Budapest – Zagreb – Ljubljana / Rijeka / Split	Deployment of backbone networks, including with submarine cables	Submarine cable networks Lisbon – Marseille – Milan	Deployment of backbone networks, including with submarine cables	Submarine cable networks Lisbon – Marseille – Milan
73.			,, ,			,	Core network corridor	"North Sea – Baltic"
							Cross-border sections for CAM experimentation	[] Warsaw – Kaunas – Vilnius Kaunas – Klaipėda
					Core network corridor	"North Sea – Baltic"	More extensive section for larger scale deployment of CAM	Tallinn – <b>Riga</b> – Kaunas – <b>LT/PL border</b> – <b>Warsaw</b>
	Core network corridor	"North Sea – Baltic"	Core network corridor "	North Sea – Baltic"	Cross-horder sections	[] Warsaw – Kaunas –		BY/LT border – Vilnius – Kaunas –
	Cross-border sections for CAM	Baltic corridor (to be defined)	Cross-border sections for CAM	Baltic corridor (to be defined)	for CAM experimentation	Vilnius/Klaipėda		Klaipėda Via Carpathia:
	experimentation  More extensive section for larger scale deployment of CAM	Tallinn – Kaunas	experimentation  More extensive section for larger scale deployment of CAM	Tallinn – Kaunas	section for larger scale deployment of	Tallinn – <b>Riga –</b> Kaunas – <b>LT/PL</b> border – Warsaw BY/LT border – Vilnius – Kaunas – Klaipėda		Klaipėda – Kaunas - Ełk – Białystok – Lublin – Rzeszów - Barwinek - Košice
74.							Core network corrido Mediterranean"  Cross-border sections	or "North Sea –  Metz-Merzig-
	Core network corridor "North Sea – Mediterranean"		Core network corridor	"North Sea – Mediterranean"	Core network corridor	Core network corridor "North Sea – Mediterranean"		Luxembourg  Rotterdam-Antwerp-
	Cross-border sections for CAM experimentation  More extensive section	Metz-Merzig-Luxembourg Rotterdam- <i>Antwerp-Eindhoven</i> Amsterdam - Rotterdam - Breda -	Cross-border sections for CAM experimentation  More extensive section	Metz-Merzig-Luxembourg Rotterdam-Antwerp-Eindhoven  Amsterdam - Rotterdam - Breda -	Cross-border sections for CAM experimentation  More extensive section	Metz-Merzig-Luxembourg Rotterdam- <i>Antwerp-Eindhoven</i> Amsterdam - Rotterdam - Breda	More extensive section for larger scale deployment of CAM	Eindhoven
	for larger scale deployment of CAM	Amsterdam - Rotterdam - Breda - Lille - Paris Brussels - Metz - Basel Mulhouse - Lyon - Marseille	for larger scale deployment of CAM	Lille – Paris Brussels – Metz – Basel Mulhouse – Lyon – Marseille	for larger scale deployment of CAM	- Lille - Paris Brussels - Metz - Basel Mulhouse - Lyon - Marseille	deployment of CAW	Brussels – Metz – Basel Mulhouse – Lyon –
								Marseille

								or "Orient/East-Med"
	Core network corridor	"Orient/East-Med"	Core network corridor	"Orient/East-Med"	Core network corridor	"Orient/East-Med"	Cross-border sections for CAM experimentation  More extensive section	Sofia-Thessaloniki- Belgrade  Berlin – Prague – Brno –
	Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM	Sofia-Thessaloniki-Belgrade  Berlin – Prague – Brno – Bratislava Timisoara – Sofia – TR border	Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM	Sofia-Thessaloniki-Belgrade  Berlin – Prague – Brno – Bratislava Timisoara – Sofia – TR border	Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM	Sofia-Thessaloniki-Belgrade  Berlin – Prague – Brno – Bratislava – <b>Košice</b> Timisoara – Sofia – TR border	for larger scale deployment of CAM	Bratislava – Timisoara – Sofia – TR border Bratislava – Košice  Sofia – Thessaloniki – Athens
		-Sofia – Thessaloniki – Athens	and the state of	-Sofia – Thessaloniki – Athens		-Sofia – Thessaloniki – Athens		
76.							Core network corrido	or " Rhine – Alpine"
	Core network corridor	" Rhine – Alpine"	Core network corridor	-	Core network corridor	" Rhine – Alpine"	Cross-border sections for CAM	Bologna-Innsbrück- München (Brenner
	Cross-border sections for CAM experimentation	Bologna-Innsbrück-München (Brenner corridor)	Cross-border sections for CAM experimentation	Bologna-Innsbrück-München (Brenner corridor)	Cross-border sections for CAM experimentation	Bologna-Innsbrück-München (Brenner corridor)	experimentation  More extensive section for larger	corridor)  Rotterdam – Oberhausen – Frankfurt (M)
	More extensive section for larger scale deployment of CAM	Rotterdam – Oberhausen – Frankfurt (M) Basel – Milan – Genova	More extensive section for larger scale deployment of CAM	Rotterdam – Oberhausen – Frankfurt (M) Basel – Milan – Genova	More extensive section for larger scale deployment of CAM	Rotterdam – Oberhausen – Frankfurt (M) Basel – Milan – Genova	scale deployment of CAM	Basel – Milan – Genova
77.							Core network corrido	or "Rhine – Danube"
					Core network corridor	"Rhine – Danube"	Cross-border sections for CAM experimentation	-
			Core network corridor	"Rhine – Danube"	Cross-border sections		More extensive	Frankfurt (M) – Passau –
	Core network corridor	"Rhine – Danube"	Cross-border sections	Munchen - Salzburg	for CAM	-	section for larger scale deployment of	Wien – Bratislava – Budapest – Osijek -
	Cross-border sections for CAM	-	for CAM experimentation		experimentation  More extensive section	Frankfurt (M) – Passau – []	CAM	Vukovar - Bucharest – Constanta
	More extensive section	Frankfurt (M) – Passau – Vienna –	More extensive section for larger scale	Frankfurt (M) – Passau – Vienna – Budapest – Bucharest –	for larger scale deployment of CAM	Wien – Bratislava – Budapest – Osijek - Vukovar - Bucharest		Bucharest – <i>Iasi</i>
	for larger scale deployment of CAM	Budapest – Bucharest – Constanta Karlsruhe – München – Salzburg – Wels Frankfurt (M) – Strasbourg	deployment of CAM	Iasi/Constanta Karlsruhe – München – Salzburg – Wels Frankfurt (M) – Strasbourg		- Constanta Karlsruhe - München - Salzburg - Wels Frankfurt (M) - Strasbourg		Karlsruhe – München – Salzburg – Wels Frankfurt (M) – Strasbourg

						Core network corr - Mediterranean"	idor "Scandinavian
						Cross-border	Oulu-Tromsø
						sections for CAM	Oslo- Stockholm-
						experimentation	Helsinki
						More extensive	Turku – Helsinki –
						section for larger	Russian border
						scale deployment	Oslo – Malmo -
						of CAM	Copenhagen –
				Core network corridor	· "Scandinavian –		Hamburg –
Core network corridor	Core network corridor "Scandinavian – Mediterranean"		Core network corridor "Scandinavian – Mediterranean"		Mediterranean"		Würzburg -
				Cross-border sections	Oulu-Tromsø		Nürnberg –
Cross-border sections	Oulu-Tromsø	Cross-border sections	Oulu-Tromsø	for CAM	Oslo- Stockholm-Helsinki		München –
for CAM	Oslo- Stockholm-Helsinki	for CAM	Oslo- Stockholm-Helsinki	experimentation			Rosenheim –
experimentation		experimentation		More extensive section	Turku – Helsinki –Russian		Verona – Bologna –
More extensive section	Turku – Helsinki –Russian border	More extensive section	Turku – Helsinki –Russian border	for larger scale	border		Napoli – Catania –
for larger scale	Stockholm / Oslo – Malmo	for larger scale	Stockholm / Oslo – Malmo	deployment of CAM	Stockholm / Oslo – Malmo		Palermo
deployment of CAM	Malmo – Copenhagen – Hamburg	deployment of CAM	Malmo – Copenhagen – Hamburg		Malmo – Copenhagen –		Stockholm-Malmo
	– Würzburg		– Würzburg		Hamburg – Würzburg		
	Nürnberg – München – Verona		Nürnberg – München – Verona		Nürnberg – München – Verona		Napoli – Bari –
	Rosenheim – Bologna – Napoli –		Rosenheim – Bologna – Napoli –		Rosenheim – Bologna – Napoli –		Taranto
	Catania – Palermo		Catania – Palermo		Catania – Palermo		Aarhus - Esbjerg -
	Napoli – Bari – Taranto		Napoli – Bari – Taranto		Napoli – Bari – Taranto		Padborg