



Council of the
European Union

Brussels, 27 February 2019
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**Interinstitutional File:
2018/0228(COD)**

**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.

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

[illegible]

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

7.	PART III: TRANSPORT CORE NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS; PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK			PART III: <i>HORIZONTAL PRIORITIES</i> , TRANSPORT CORE NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS; PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK			PART III: TRANSPORT CORE NETWORK CORRIDORS AND [...] CROSS-BORDER LINKS ON THE COMPREHENSIVE NETWORK			PART III: TRANSPORT CORE NETWORK CORRIDORS AND [...] CROSS-BORDER LINKS ON THE COMPREHENSIVE NETWORK																																																																							
8.				<i>-1a. Horizontal priorities SESAR, ERTMS, ITS, RIS, VTMIsmart technology devices</i>						<i>To be discussed</i>																																																																							
9.	1. Core network corridors and pre-identified sections			1. Core network corridors and pre-identified sections			1. Core network corridors and [...] indicative list of cross-border links and missing links																																																																										
10.	<table><tr><td colspan="4">Core network corridor "Atlantic"</td></tr><tr><td>Alignment</td><td colspan="3">Gijón – León – Valladolid A Coruña – Vigo – Orense – León– Zaragoza – Pamplona/Logroño – Bilbao Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid Sines/Lisboa – Madrid – Valladolid Lisboa – Aveiro – Leixões/Porto – Douro river Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg Saint Nazaire – Nantes – Tours</td></tr><tr><td rowspan="4">Pre-identified sections</td><td rowspan="3">Cross-border</td><td>Evora – Merida</td><td rowspan="3">Rail</td></tr><tr><td>Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux</td></tr><tr><td>Aveiro – Salamanca</td></tr><tr><td colspan="2">Douro river (Via Navegável do Douro)</td><td>Inland waterways</td></tr></table>			Core network corridor "Atlantic"				Alignment	Gijón – León – Valladolid A Coruña – Vigo – Orense – León– Zaragoza – Pamplona/Logroño – Bilbao Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid Sines/Lisboa – Madrid – Valladolid Lisboa – Aveiro – Leixões/Porto – Douro river Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg Saint Nazaire – Nantes – Tours			Pre-identified sections	Cross-border	Evora – Merida	Rail	Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	Aveiro – Salamanca	Douro river (Via Navegável do Douro)		Inland waterways	<table><tr><td colspan="4">Core network corridor "Atlantic"¹</td></tr><tr><td>Alignment</td><td colspan="3">Gijón – León – Valladolid A Coruña – Vigo – Orense – León– Zaragoza – Pamplona/Logroño – Bilbao <i>Bordeaux – Toulouse</i> Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid <i>Madeira Island</i>/Sines – <i>Ermidas</i>/Lisboa – Madrid – Valladolid Lisboa – Aveiro – Leixões/Porto – Douro river/<i>Vigo</i> Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – <i>La Rochelle</i> – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg <i>Shannon Foynes – Dublin – Rosslare – Waterford – Cork – Brest – Roscoff – Cherbourg – Caen – Le Havre – Rouen – Paris</i> <i>Dublin/Cork – Brest – Roscoff</i> – Saint Nazaire – Nantes – Tours – <i>Dijon</i></td></tr><tr><td rowspan="5">Pre-identified sections</td><td rowspan="4">Cross-border</td><td>Evora – Merida</td><td rowspan="3">Rail</td></tr><tr><td>Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux</td></tr><tr><td>Aveiro – Salamanca</td></tr><tr><td>Douro river (Via Navegável do Douro)</td><td>Inland waterways</td></tr><tr><td></td><td>Missing link</td><td>Paris (link Orly-Versailles and Orly-Ch. 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¹ *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

11.

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

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

² Ancona– **Foggia** EP AM not acceptable – outside of the core network

12.

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

Core network corridor "Mediterranean" ³				
Alignment	Algeciras – Bobadilla –Madrid – Zaragoza – Tarragona <i>Zaragoza – Teruel – Valencia/Sagunto Sagunto – Valencia – Madrid</i> Sevilla – Bobadilla – Murcia Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – <i>La Spezia</i> – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest <i>Toulouse – Narbonne</i> Ljubljana/Rijeka – Zagreb – Budapest – UA border			
	Pre-identified sections	Cross-border	Lyon – Torino: base tunnel and access routes	Rail
<i>Barcelona – Perpignan</i>				
Nice – Ventimiglia				
Trieste – Divača				
Ljubljana – Zagreb				
Zagreb – Budapest				
Budapest – Miskolc – UA border			Road	
Lendava – Letenye				
Vásárosnamény – UA border				
Missing link			Perpignan – Montpellier	Rail
			<i>Madrid – Zaragoza – Barcelona – Barcelona</i>	
			Koper – Divača	
		Rijeka – Zagreb		
		Milano – Cremona – Mantova – <i>Ferrara</i> – Porto Levante/Venezia – Trieste/ Ravenna - <i>Porto Garibaldi</i>	Inland Waterways	

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

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

³ *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 not necesseary – current wording covers all IWW in Italy

13.

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

14.

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

Core network corridor "North Sea – Mediterranean" ⁵			
Alignment	[...] <i>Derry – Sligo – Galway</i> – Shannon Foynes/Cork [...] [...] <i>Baile Átha Cliath/Dublin/Corcaigh/Cork – Zeebrugge/Antwerpen/Rotterdam</i> <i>Dublin – Cork – Calais – Dunkerque – Zeebrugge – Anvers – Rotterdam</i> [...] <i>UK Border– Lille</i> – Brussel/Bruxelles London – Lille – <i>cross-border rail link Bruxelles-Quévrain-Valenciennes</i> – Brussel/Bruxelles Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg Luxembourg – Metz – Dijon – Macon – Lyon – Marseille Luxembourg – Metz – Strasbourg – Basel Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris		
Pre-identified sections	Cross-border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
		Terneuzen – Gent	Inland waterways
		Seine – Escaut Network and the related Seine, Escaut and Meuse river basins	
		Rhine-Scheldt corridor	Inland waterways
		Missing link	

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

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

⁵ [...] 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-Quévrain-Valenciennes* EP AM not acceptable – outside of the core network

15.

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

Core network corridor "Orient/East-Med" ⁶				
Alignment	Hamburg – Berlin Rostock – Berlin – Dresden Bremerhaven/Wilhelmshaven – Magdeburg – Dresden Dresden – Ústí nad Labem – Melnik/Praha – Lysá nad Labem/Poříčany – Kolin Kolin – Pardubice – Brno – Wien/Bratislava – Budapest – Arad – Timișoara – Craiova – Calafat – Vidin – Sofia Sofia – Plovdiv – Burgas Plovdiv – TR border – Alexandroupoli – Kavala – Thessaloniki – Ioannina – Kakavia/Igoumenitsa FYROM border – Thessaloniki Sofia – Thessaloniki – Athina – Piraeus/Ikonio – Heraklion – Lemesos (Vasiliko) – Lefkosia Athina – Patras/Igoumenitsa			
	Pre-identified sections	Cross-border	Dresden – Praha	Rail
			Wien/Bratislava – Budapest	
			Békéscsaba – Arad	
			Calafat – Vidin – Sofia – Thessaloniki	Road
			TR border – Alexandroupoli	
			FYROM border – Thessaloniki	
			Ioannina – Kakavia (AL border)	
			Hamburg – Dresden – Praha – Pardubice	Inland waterways
			Missing link	Thessaloniki – Kavala
	<i>Budapest Kelenföld – Ferencváros</i>			
		<i>Szolnok train station</i>		

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

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

⁶ *Craiova – Vidin* EP AM acceptable – covered by pGA; *Budapest Kelenföld – Ferencváros* and *Szolnok train station* EP AM not acceptable – no reference to specific node projects in the Annex; nodes are a horizontal priority

16.	Core network corridor " Rhine – Alpine"				Core network corridor " Rhine – Alpine" ⁷				Core network corridor " Rhine – Alpine"				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			Alignment	Genova – Milano – Lugano – Basel Genova – Novara – Brig – Bern – Basel - <i>reestablishment cross-border rail bridge Freiburg (Breisgau)-Colmar – Rastatt- Haguenau cross-border connection</i> – Karlsruhe – Mannheim – Mainz – Koblenz – Köln <i>Milano - Verona - Trento - Bozen - Innsbruck - München, including the Brenner Corridor</i> Köln – Düsseldorf – Duisburg – Nijmegen/Arnhem – Utrecht – Amsterdam Nijmegen – Rotterdam – Vlissingen Köln – Liège – Bruxelles/Brussel – Gent Liège – Antwerpen – Gent – Zeebrugge			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			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													
		Pre-identified sections	Cross-border	Zevenaar – Emmerich – Oberhausen		Cross-border	Zevenaar – Emmerich – Oberhausen			links	Rail			Cross-border	Zevenaar – Emmerich – Oberhausen		links	Rail									
				Karlsruhe – Basel			Karlsruhe – Basel								Karlsruhe – Basel												
				Milano/Novara – CH border			Milano/Novara – CH border								Milano/Novara – CH border												
			Basel – Antwerpen/Rotterdam – Amsterdam				Inland waterways	Basel – Antwerpen/Rotterdam – Amsterdam			Inland waterways				Basel – Antwerpen/Rotterdam – Amsterdam			Inland waterways									
		Missing link	Genova – Tortona/Novi Ligure		Rail	Pre-identified sections	Cross-border	Zevenaar – Emmerich – Oberhausen			Missing link	Rail			Missing link	Genova – Tortona/Novi Ligure		Rail									
								Karlsruhe – Basel																			
								Milano/Novara – CH border																			
								<i>Antwerpen - Duisburg</i>																			
					Basel – Antwerpen/Rotterdam – Amsterdam			Inland waterways																			
					Missing link		Genova – Tortona/Novi Ligure				Rail																

17.

Core network corridor "Rhine – Danube"				
Pre-identified sections	Alignment	Strasbourg – Stuttgart – München – Wels/Linz Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border Wels/Linz – Wien – Bratislava – Budapest – Vukovar Wien/Bratislava – Budapest – Arad – Brašov/Craiova – București – Constanta – Sulina		
	Cross-border	München – Praha	Rail	
		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 link	Stuttgart – Ulm	Rail	
		Salzburg – Linz		
		Arad – Craiova		
București – Constanța				

Core network corridor "Rhine – Danube" ⁸				
Pre-identified sections	Alignment	<i>Paris</i> – Strasbourg – Stuttgart – <i>Augsburg</i> – München – <i>Salzburg</i> – Wels/Linz Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border Wels/Linz – Wien – Bratislava – Budapest – Vukovar Wien/Bratislava – Budapest – Arad – Brašov/Craiova – București – <i>Focșani</i> – <i>Albita (MD border)</i> / Constanta – Sulina		
	Cross-border	München – Praha	Rail	
		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 link	Stuttgart – Ulm	Rail	
		Salzburg – Linz		
		Arad – Craiova		
București – Constanța				
<i>Arad - Brasov</i>		<i>Rail</i>		
<i>Brasov - Predeal</i>		<i>Rail</i>		
<i>București - Craiova</i>	<i>Rail</i>			

Core network corridor "Rhine – Danube"				
Alignment	Strasbourg – Stuttgart – München – Wels/Linz			
	Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz			
	München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border			
	Wels/Linz – Wien – Bratislava – Budapest – Vukovar			
	Wien/Bratislava – Budapest – Arad – Brašov/Craiova – București – Constanta – Sulina			
Cross-border links	München – Praha	Rail		
	Nürnberg – Plzen			
	München – Mühldorf – Freilassing - Salzburg			
	Strasbourg – Kehl Appenweier			
	Hranice – Žilina			
	Košice – UA border			
	Wien – Bratislava/Budapest			
	Bratislava – Budapest			
	Békéscsaba – Arad– Timișoara			
	Danube (Kehlheim - Constanța/Midia/Sulina) and the related Váh , Sava and Tisza river basins			Inland Waterways
	Zlín – Žilina			Road

Core network corridor "Rhine – Danube"				
Alignment	Strasbourg – Stuttgart – München – Wels/Linz			
	Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz			
	München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border			
	Wels/Linz – Wien – Bratislava – Budapest – Vukovar			
	Wien/Bratislava – Budapest – Arad – Brašov/Craiova – București – Constanta – Sulina			
	Cross-border			
	links			
Cross-border links	München – Praha	Rail		
	Nürnberg – Plzen			
	München – Mühldorf – Freilassing - Salzburg			
	Strasbourg – Kehl Appenweier			
	Hranice – Žilina			
	Košice – UA border			
	Wien – Bratislava/Budapest			
	Bratislava – Budapest			
	Békéscsaba – Arad– Timișoara			
	Danube (Kehlheim - Constanța/Midia/Sulina) and the related Váh , Sava and Tisza river basins			Inland Waterways
	Zlín – Žilina			Road

				<table><tr><td rowspan="4">Missing links</td><td>Stuttgart – Ulm</td><td rowspan="4">Rail</td></tr><tr><td>Salzburg – Linz</td></tr><tr><td>[...] Craiova – Bucureşti</td></tr><tr><td>[...]Sighișoara – Predeal</td></tr></table>	Missing links	Stuttgart – Ulm	Rail	Salzburg – Linz	[...] Craiova – Bucureşti	[...]Sighișoara – Predeal	<table><tr><td></td><td>Zlín – Žilina</td><td>Road</td></tr><tr><td rowspan="4">Missing links</td><td>Stuttgart – Ulm</td><td rowspan="4">Rail</td></tr><tr><td>Salzburg – Linz</td></tr><tr><td>Craiova – Bucureşti</td></tr><tr><td>Sighișoara – Predeal</td></tr></table>		Zlín – Žilina	Road	Missing links	Stuttgart – Ulm	Rail	Salzburg – Linz	Craiova – Bucureşti	Sighișoara – Predeal																																												
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Hirtshals/Frederikshavn København – Kolding/Lübeck – Hamburg – Hannover Bremerhaven – Bremen – Hannover – Nürnberg Rostock – Berlin – Leipzig – München Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta Napoli – Gioia Tauro – Palermo/Augusta – Valletta			Cross-border	RU border – Helsinki	Rail	København – Hamburg: Fehmarn belt fixed link access routes	München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	Pre-identified sections		København – Hamburg: Fehmarn belt fixed link	Rail/Road	<table><tr><td colspan="4">Core network corridor "Scandinavian – Mediterranean"⁹</td></tr><tr><td rowspan="4">Alignment</td><td colspan="3">RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö Narvik/Oulu – Luleå – Umeå – Stockholm Oslo – Goteburg – Malmö – Trelleborg Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn København – Kolding/Lübeck – Hamburg – Hannover Bremerhaven – Bremen – Hannover – Nürnberg Rostock – Berlin – <i>Halle</i>/Leipzig – <i>Erfurt/Weimar</i> – München Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta Napoli – <i>Cagliari</i> /Gioia Tauro – Palermo/Augusta – Valletta – <i>Marsaxlokk</i> a</td></tr><tr><td rowspan="4">Cross-border</td><td>Cross-border</td><td>RU border – Helsinki</td><td rowspan="4">Rail</td></tr><tr><td></td><td>København – Hamburg: Fehmarn belt fixed link access routes</td></tr><tr><td></td><td>München – Wörgl – Innsbruck –</td></tr><tr><td></td><td></td></tr></table>	Core network corridor "Scandinavian – Mediterranean" ⁹				Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö Narvik/Oulu – Luleå – Umeå – Stockholm Oslo – Goteburg – Malmö – Trelleborg Malmö – København – Fredericia – Aarhus – Aalborg - 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⁹ **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			<table><tr><td>routes</td><td></td></tr><tr><td><u>Göteborg-<i>Oslo</i></u></td><td></td></tr><tr><td>København – Hamburg: Fehmarn belt fixed link</td><td>Rail/Road</td></tr></table>	routes		<u>Göteborg-<i>Oslo</i></u>		København – Hamburg: Fehmarn belt fixed link	Rail/Road
routes													
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				<i>Göteborg-Oslo</i>									
				<i>Helsingborg-Helsingør</i>									
				<i>Copenhagen-Malmö</i>									
				København – Hamburg: Fehmarn belt fixed link	Rail/Road								
19.	2. Pre-identified sections on the comprehensive network	2. Pre-identified sections on the comprehensive network	2. Indicative list of cross-border links [...] on the comprehensive network										
20.	The cross-border sections of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:	<i>The related elements located on the comprehensive network referred to at Article 9(2)(a)(i) and the cross-border links</i> of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:			The cross-border sections of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:								

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

22.	PART IV: IDENTIFICATION OF CROSS-BORDER PROJECTS IN THE FIELD OF RENEWABLE ENERGY	PART IV: IDENTIFICATION OF CROSS-BORDER PROJECTS IN THE FIELD OF RENEWABLE ENERGY	PART IV: IDENTIFICATION OF CROSS-BORDER PROJECTS IN THE FIELD OF RENEWABLE ENERGY	
23.	1. Objective of cross-border projects in the field of renewable energy	1. Objective of cross-border projects in the field of renewable energy	1. Objective of cross-border projects in the field of renewable energy	
24.	Cross-border projects in the field of renewable energy shall promote the cross-border cooperation between Member States in the field of planning, development and cost-effective exploitation of renewable energy sources.	Cross-border projects in the field of renewable energy shall promote the cross-border cooperation between Member States in the field of planning, development and cost-effective exploitation of renewable energy sources 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.	<i>Proposed compromise:</i> Cross-border projects in the field of renewable energy shall promote the cross-border cooperation between Member States in the field of planning, development and cost-effective exploitation of renewable energy sources as well as facilitate their integration through energy storage facilities and with the aim of contributing to the Union's long term decarbonisation strategy.
25.	2. General criteria	2. General criteria	2. General criteria	
26.	In order to qualify as a cross-border project in the field of renewable energy, a project shall meet all of the following general criteria:	In order to qualify as a cross-border project in the field of renewable energy, a project shall meet all of the following general criteria:	In order to qualify as a cross-border project in the field of renewable energy, a project shall meet all of the following general criteria:	<i>COM</i>
27.	(a) it shall be included in a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9 or 11 of Directive 2009/28/EC;	(a) it shall be included in a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9 or 11 of Directive 2009/28/EC;	(a) it shall be included in a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in [...] Directive [(EU) 2018/XXXX of the European Parliament and of the Council (Renewable Energy Directive)];	<i>Proposed compromise:</i> (a) it shall be included in a cooperation agreement or any other kind of arrangement between at least two Member States and/or between at least one Member State and a third country or countries as set out [...] in Articles 8, 9, 11 and 13 of Directive (EU) 2018/2001.
28.	(b) it shall provide cost savings in the deployment of renewables and/or benefits for system integration, security of supply or innovation in comparison to a similar project implemented by one of the participating Member States alone;	(b) it shall provide cost savings in the deployment of renewables and/or benefits for system integration, security of supply or innovation in comparison to an alternative cross-border energy project or a renewable energy project implemented by one of the participating Member States alone;	(b) it shall provide cost savings in the deployment of renewables [...] or benefits for system integration, security of supply or innovation [...];	Keep CGA
29.	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]	<i>COM</i>
30.	3. Cost-benefit analysis	3. Cost-benefit analysis	3. Cost-benefit analysis	
31.	The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:	The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:	The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:	<i>COM</i>
32.	(a) costs of electricity generation;	(a) costs of electricity generation;	(a) costs of electricity generation;	<i>COM</i>
33.	(b) system integration costs;	(b) system integration costs;	(b) system integration costs;	<i>COM</i>
34.	(c) cost of support;	(c) cost of support;	(c) cost of support;	<i>COM</i>
35.	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	<i>COM</i>
36.	(e) security of supply;	(e) security of supply;	(e) security of supply;	<i>COM</i>
37.	(f) air and other local pollution;	(f) air and other local pollution or effects on local nature and the environment;	(f) reduction of air and other local pollution;	Proposed compromise: (f) air and other local pollution, such as effects on local nature and the environment;
38.	(g) innovation.	(g) innovation.	(g) innovation.	<i>COM</i>

39.	4. Process	4. Process	4. Process	
40.	Promoters of a project, including Member States, potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9, or 11 of Directive 2009/28/EC and seeking to obtain the status of cross-border projects in the field of renewable energy, shall submit an application for selection as a cross-border projects in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.	Promoters of a project, including Member States, potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement <i>in the field of renewable energy</i> between Member States and/or between Member States and third countries as set out in Articles 9 <i>or 11</i> of <i>Directive (EU) 2018/...</i> <i>of the European Parliament and of the Council</i> ^[1] . and seeking to obtain the status of cross-border projects in the field of renewable energy, shall submit an application for selection as a cross-border projects in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.	Promoters of a project, including Member States, potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9, or 11 of Directive 2009/28/EC and seeking to obtain the status of cross-border projects in the field of renewable energy, shall submit an application for selection as a cross-border projects in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.	<i>Proposed compromise:</i> (1) Promoters of a project, including Member States, potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement between at least two Member States and/or between at least one Member State and a third country or countries as set out [...] in Articles 8, 9, 11 and 13 of Directive (EU) 2018/2001 and seeking to obtain the status of cross-border projects in the field of renewable energy, shall submit an application for selection as a cross-border projects in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.
41.	The Commission shall ensure that promoters are given the opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.	The Commission shall ensure that promoters are given the opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.	The Commission shall ensure that promoters are given the opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.	<i>COM</i>
42.	The Commission shall conduct appropriate consultations on the list of projects submitted to become cross-border projects in the field of renewable energy.	The Commission shall conduct appropriate consultations on the list of projects submitted to become cross-border projects in the field of renewable energy.	The Commission shall conduct appropriate consultations on the list of projects submitted to become cross-border projects in the field of renewable energy. The Member States will be part of the decision on the list of selected cross-border projects in the field of renewable energy and shall be given the following information for all submitted project proposals: - a confirmation of the compliance with the eligibility and selection criteria for all projects; - information on the cooperation mechanism that a project pertains to and information regarding to what extent a project has the support of one or several Member States; - description of the objective of the project, including the estimated capacity (in kW) and, where available, renewable energy production (in kWh per annum), as well as its total project costs and eligible costs referred, in euro; - information on the expected EU-added value in line with paragraph 2 (b) of this Annex and on the expected costs and benefits and the expected EU-added value in line with paragraph 2 (c) of this Annex.	<i>Proposed compromise:</i> (3) [...] The Commission shall set up and chair a group for cross-border-projects in the field of renewables, composed of <u>one</u> representative of <u>each</u> Member State and <u>one from the Commission</u>. <u>The group shall adopt its own rules of procedure.</u> (4) At least once a year, the Commission shall organise the process for selection as cross-border projects and, following evaluation, <u>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.</u> (5) The group referred to in paragraph 3 shall be given [] <u>relevant</u> information, <u>unless commercially sensitive</u> , on the eligible projects <u>included in the list submitted by the Commission regarding the following criteria []:</u> - a confirmation of the compliance with the eligibility and selection criteria for all projects;

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

[1] OJ ...

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

				- information on the cooperation mechanism that a project pertains to and information regarding to what extent a project has the support of one or several Member States; - description of the objective of the project, including the estimated capacity (in kW) and, where available, renewable energy production (in kWh per annum), as well as its total project costs and eligible costs referred, in euro; - information on the expected EU-added value in line with paragraph 2 (b) of this Annex and on the expected costs and benefits and the expected EU-added value in line with paragraph 2 (c) of this Annex. (6) The group shall invite to its meetings, as appropriate, promoters of eligible projects, third countries involved in eligible projects and any other relevant stakeholders. (7) On the basis of the evaluation results, the group shall [] <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. <u>This list shall be reviewed as necessary at least every two years.</u>
44.				<i>Proposed compromise:</i> (9) The group shall monitor the implementation of the projects on the final list and make recommendations on how to overcome possible delays in their implementation. For this purpose, project promoters of the selected projects shall provide information on the implementation of their projects.
45.	The Commission shall evaluate the applications against the criteria laid down in points 2 and 3.	The Commission shall evaluate the applications against the criteria laid down in points 2 and 3.	The Commission shall evaluate the applications against the criteria laid down in points 2 and 3.	[...] covered by paragraph 1
46.	The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim for a manageable total number. The Commission shall endeavour to ensure an appropriate geographical balance in the identification of cross-border projects in the field of renewable energy. Regional groupings may be used for the identification of projects.	The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim for a manageable total number. The Commission shall endeavour to ensure an appropriate geographical balance in the identification of cross-border projects in the field of renewable energy. Regional groupings may be used for the identification of projects.	The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim [...] to ensure an appropriate geographical balance in the identification of [...] such projects [...]. Regional groupings may be used for the identification of projects.	(10) The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim [...] to ensure an appropriate geographical balance in the identification of [...] such projects [...]. Regional groupings may be used for the identification of projects.

47.	A project shall not be selected as a cross-border projects in the field of renewable energy, or have the status withdrawn, if its evaluation was based on incorrect information which was a determining factor in the evaluation, or if the project does not comply with Union law.	A project shall not be selected as a cross-border projects in the field of renewable energy, or have the status withdrawn, if its evaluation was based on incorrect information which was a determining factor in the evaluation, or if the project does not comply with Union law.	A project shall not be selected as a cross-border projects in the field of renewable energy, or have the status withdrawn, if its evaluation was based on incorrect information which was a determining factor in the evaluation, or if the project does not comply with Union law.	(11) A project shall not be selected as a cross-border projects in the field of renewable energy, or have the status withdrawn, if its evaluation was based on incorrect information which was a determining factor in the evaluation, or if the project does not comply with Union law.
48.	The Commission shall publish on its website the list of selected cross border projects in the field of renewable energy.	The Commission shall publish on its website the list of selected cross border projects in the field of renewable energy.	The Commission shall publish on its website the list of selected cross border projects in the field of renewable energy.	[...] Covered by paragraph 8

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

58.	- are implemented by a public sector body as referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;	- are implemented by a public sector body as referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;	- are implemented by a public sector body as referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;	- are implemented by a public sector body as referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;
59.	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:
60.	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and
61.	- supports access to innovative digital services;	- supports <i>equal</i> access to innovative digital services;	- supports access to innovative digital services;	- supports widespread 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 multi-lingual 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 Directive (EU) 2016/2102 of the European Parliament and of the Council ³ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points. ----- ³ Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).	Financial assistance shall be available to public sector bodies as defined in point (1) of Article 3 of Directive (EU) 2016/2102 of the European Parliament and of the Council ³ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points. ----- ³ Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).	Financial assistance shall be available to public sector bodies as defined in point (1) of Article 3 of Directive (EU) 2016/2102 of the European Parliament and of the Council ³ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points. ----- ³ Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).	Financial assistance shall be available to public sector bodies as defined in point (1) of Article 3 of Directive (EU) 2016/2102 of the European Parliament and of the Council ³ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points. ----- ³ Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).
65.	Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.	Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.	Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.	Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.
66.	The available budget shall be allocated in a geographically balanced manner across Member States.	The available budget shall be allocated in a geographically balanced manner across Member States.	The available budget shall be allocated in a geographically balanced manner across Member States.	The available budget shall be allocated in a geographically balanced manner across Member States.
67.	Wherever relevant, coordination and coherence will be ensured with CEF actions supporting access of socio-economic drivers to very high capacity networks capable of providing Gigabit connectivity.	[...]	Wherever relevant, coordination and coherence will be ensured with CEF actions supporting access of socio-economic drivers to very high capacity networks capable of providing Gigabit connectivity.	Wherever relevant, coordination and coherence will be ensured with CEF actions supporting access of socio-economic drivers to very high capacity networks capable of providing Gigabit <i>including 5G and other state-of-the-art</i> connectivity.
68.	3. Indicative list of 5G corridors eligible for funding	3. Indicative list of 5G corridors <i>and cross-border connections</i> eligible for funding	3. Indicative list of 5G corridors eligible for funding	3. Indicative list of 5G corridors <i>and cross-border backbone connections</i> eligible for funding

69.

In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025⁴, actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM⁵ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors⁶.

4

Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587

5

Connected and Automated Mobility

6

Sections in italics are located outside of the TEN-T core network corridors but included in the 5G corridors

In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025⁴, actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM⁵ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors⁶.

4

Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587

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Sections in italics are located outside of the TEN-T core network corridors but included in the 5G corridors

In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025⁴, actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM⁵ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors[...].

4

Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587

5

Connected and Automated Mobility

In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025⁴, actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM⁵ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors.

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

70.

Core network corridor "Atlantic"	
Cross-border sections for CAM experimentation	Porto - Vigo
	Merida - Evora
	<i>Paris - Amsterdam - Frankfurt</i>
	Aveiro – Salamanca
San Sebastian - Biarritz	
More extensive section for larger scale deployment of CAM	Metz – Paris - Bordeaux – Bilbao – Vigo – Porto – Lisbon
	Bilbao – Madrid – Lisbon
	Madrid - Merida - Sevilla - Tarifa
<i>Deployment of backbone networks, including with submarine cables</i>	<i>Azores/Madeira Islands - Lisbon</i>

Core network corridor "Atlantic"	
Cross-border sections for CAM experimentation	Porto-Vigo and Merida-Evora
	<i>Azores/Madeira Islands - Lisbon - Paris - Amsterdam - Frankfurt Aveiro - Salamanca</i>
More extensive section for larger scale deployment of CAM	Metz – Paris - Bordeaux – Bilbao – Vigo – Porto – Lisbon -Bilbao – Madrid – Lisbon

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

Core network corridor "Atlantic"	
Cross-border sections for CAM experimentation	Porto - Vigo Merida - Evora <i>Paris - Amsterdam - Frankfurt Aveiro – Salamanca San Sebastian - Biarritz</i>
More extensive section for larger scale deployment of CAM	Metz – Paris - Bordeaux – Bilbao – Vigo – Porto – Lisbon Bilbao – Madrid – Lisbon Madrid - Merida - Sevilla - Tarifa
<i>Deployment of backbone networks, including with submarine cables</i>	<i>Azores/Madeira Islands - Lisbon</i>

71.

Core network corridor "Baltic – Adriatic"	
Cross-border sections for CAM experimentation	-
More extensive section for larger scale deployment of CAM	Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana – Trieste

Core network corridor "Baltic – Adriatic"	
Cross-border sections for CAM experimentation	-
More extensive section for larger scale deployment of CAM	Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana – Trieste

Core network corridor "Baltic – Adriatic"	
Cross-border sections for CAM experimentation	-
More extensive section for larger scale deployment of CAM	Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana – Koper – Trieste

Core network corridor "Baltic – Adriatic"	
Cross-border sections for CAM experimentation	-
More extensive section for larger scale deployment of CAM	Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana - Koper / Trieste

72.							Core network corridor "Mediterranean"	
							Cross-border sections for CAM experimentation	
							More extensive section for larger scale deployment of CAM	Budapest – Zagreb – Ljubljana - Rijeka - <i>Split</i> - Dubrovnik
								Ljubljana - Zagreb – Slavonski Brod – Bajakovo (border with Serbia)
								Slavonski Brod - - Đakovo - Osijek
								Montpellier - Narbonne - Perpignan - Barcelona - Valencia - Malaga - Tarifa with an extension to Narbonne - Toulouse
							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
							More extensive section for larger scale deployment of CAM	Tallinn – Riga – Kaunas – LT/PL border – Warsaw
								BY/LT border – Vilnius – Kaunas – Klaipėda
								Via Carpathia: Klaipėda – Kaunas - Elk – Białystok – Lublin – Rzeszów - Barwinek - Košice
74.							Core network corridor "North Sea – Mediterranean"	
							Cross-border sections for CAM experimentation	Metz-Merzig-Luxembourg
								<i>Rotterdam-Antwerp-Eindhoven</i>
							More extensive section for larger scale deployment of CAM	Amsterdam - Rotterdam – Breda – Lille – Paris
								Brussels – Metz – Basel
								Mulhouse – Lyon – Marseille

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

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