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LIMITE

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To:	Delegations
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TREE.2.A **LIMITE EN**

2018/0228 (COD)

Proposal for a

Regulation of the European Parliament and of the Council

establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014

(Text with EEA relevance)

	COMMISSION PROPOSAL COM(2018) 438 FINAL			EP AMENDMENTS REPORT A8-0409/2018					COUN ARTIAL GENER ST 151	RAL APPROACH	COMPROMISES AND SUGGESTIONS
2.	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: Sectors Specific Objectives			indicators into specific object view to minir	me will be monitor ended to measure ctives of the Programising administra	ored closely on the basis of a s the extent to which the generaramme have been achieved an tive burdens and costs. To that is the following set of key indi-	al and d with a t end,	set of indicator general and spachieved and burdens and co	me will be monitors intended to mo pecific objectives with a view to m	pred 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:	
	Transport	Efficient and interconnected networks and infrastructure for smart, sustainable,	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network) Number of CEF supported actions contributing to the digitalisation of transport	Transport:	Efficient and interconnected networks and infrastructure for smart, interoperable, sustainable, multimodal, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, regional cross-border rail connections, maritime ports, inland ports, airports, and rail-road terminals of the TEN-T core and comprehensive network) Number of CEF supported actions contributing to the digitalisation of transport (ERTMS, SESAR) Number of alternative fuel supply points built or upgraded with the support of CEF Number of CEF supported actions contributing to the safety of transport		Transport	Efficient and interconnected networks and infrastructure for smart, sustainable,	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network) Number of CEF supported actions contributing to the digitalisation of transport, in particular through the deployment of ERTMS, RIS, ITS, VTMIS/e-Maritime services and SESAR	

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

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

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

A	PART III: TRANSPORT CORE NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS; PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK	CORE NETW SECTIONS; P	ORIZONTAL PRIORITIES, TRANSPORT ORK CORRIDORS AND PRE-IDENTIFIED PRE-IDENTIFIED SECTIONS ON THE NSIVE NETWORK	CORRIDOR	RANSPORT CORE NETWORK AS AND [] CROSS-BORDER THE COMPREHENSIVE	
0.		SESAR,	ERTMS, ITS, RIS, VTMISsmart technology			
0		devices		1		
9. 1	Core network corridors and pre-identified sections	1. Core net	twork corridors and pre-identified sections		etwork corridors and [] indicative porder links and missing links	
10.		Core network	k corridor "Atlantic"		rk corridor "Atlantic"	
		Alignment	Gijón – León – Valladolid A Coruña – Vigo – Orense – León– Zaragoza – Pamplona/Logroño – Bilbao Bordeaux – Toulouse	Alignment	Gijón – León – Valladolid A Coruña – Vigo – Orense – León– Zaragoza – Pamplona/Logroño – Bilbao	
	Core network corridor "Atlantic"		Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid Madeira Island/Sines – Ermidas/Lisboa – Madrid – Valladolid Lisboa – Aveiro – Leixões/Porto – Douro river/Vigo Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – La Rochelle – Tours – Paris – Le Havre/Metz –		Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid Sines/Lisboa – Madrid – Valladolid Lisboa – Aveiro – Leixões/Porto – Douro river Shannon Foynes/Dublin/Cork – Le Havre – Rouen – Paris	
	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	Mannheim/Strasbourg Shannon Foynes – Dublin – Rosslare – Waterford – Cork – Brest – Roscoff – Cherbourg – Caen – Le Havre – Rouen – Paris Dublin/Cork – Brest – Roscoff – Saint Nazaire – Nantes – Tours – Dijon Cross- Evora – Merida Vitoria-Gasteiz – San Sebastián – Bayonne – Bayonne –	Cross- border links	Aveiro – Valladolid – Vitoria- Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg Saint Nazaire – Nantes – Tours Evora – Merida Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
	Pre- identified sections Cross- border Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca Douro river (Via Navegável do Navegável do Douro) Inland waterways Douro)		Bordeaux Aveiro – Salamanca Douro river (Via Navegável do Navegável do Douro) Missing Paris (link Orly-link Versailles and Orly-Ch. De Gaulle airport)	Missing links	Aveiro – Salamanca Douro river (Via Inland Waterways Douro) Non-UIC gauge interoperable lines on the Iberian Peninsula	

				Core networ	rk corridor	"Baltic – Adriatic"					
Core networ	Core network corridor "Baltic – Adriatic"			Alignment		Gdynia – Gdańsk – Katowice/Sławków Gdańsk – Warszawa – Katowice		Core network	Core network corridor "Baltic – Adriatic"		
Alignment	Gdańsk – Katowice - Szczecin/Ś Ostrava Katowice - Wien – Gr Udine – Va Ravenna –	Gdańsk – Katowice/Sław Warszawa – Katowice - Ostrava – Brno – Wien winoujście – Poznań – V - Žilina – Bratislava – W az– Villach – Udine – Tr enezia – Padova – Bolog Ancona ribor –Ljubljana – Kope	NWrocław – Vien rieste gna –	Pre-	Katowice - Szczecin/Ś Wrocław - Katowice - Wien - Gr Udine - V Ravenna -	- Ostrava – Brno – Wi Świnoujście – Poznań - - Ostrava – Žilina – Bratislava – raz– Villach – Udine – enezia – Padova – Bol - Ancona– <i>Foggia</i> aribor –Ljubljana –	en - Wien Trieste	Alignment	Gdynia – Gdańsk – Katowic Gdańsk – Warszawa – Kato Katowice – Ostrava – Brno Szczecin/Świnoujście – Poz – Ostrava Katowice – Bielsko-Biała – Bratislava – Wien Wien – Graz– Villach – Ud Udine – Venezia – Padova	owice/ Kraków – Wien znań – Wrocław - Žilina – ine – Trieste	
Pre- identified sections	Cross- border	Ratowice – Cytrava Katowice – Ostrava Katowice – Žilina Opole – Ostrava Bratislava – Wien Graz – Maribor Trieste – Divaca Katowice – Žilina Brno – Wien	Rail	identified sections	border	Katowice – Ostrava Katowice – Žilina Opole – Ostrava Bratislava – Wien Graz – Maribor Trieste – Divaca Katowice – Žilina Brno – Wien	Road	Cross-border links	Ravenna – Ancona Graz – Maribor – Ljubljana Katowice – Ostrava Katowice – Žilina [] Bratislava – Wien Graz – Maribor Venezia – Trieste – Divaca – Ljubljana Katowice – Žilina	C	
	Missing link	Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača	Rail		Missing link	Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača	Rail	Missing link	Brno – Wien Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača	Rail	

Alianmant	Algoriza	s – Bobadilla –Madri	id	Core netwo	rk corrido	r "Mediterranean"				
Alignment	Zaragoza Sevilla – Cartagen Tarragon Tarragon Marseille Novara – Padova – Ravenna/ Budapest	a – Tarragona Bobadilla – Murcia a – Murcia – Valenc a/Palma de Mallorca a – Barcelona – Perp e – Genova/Lyon – T Milano – Bologna/V Venezia – /Trieste/Koper – Lju t a/Rijeka – Zagreb – l	ia – n – Barcelona oignan – Torino – Verona – bljana –	Alignment	Tarrago Zaragoza Sagunto - Sevilla - Cartagena Tarragona Tarragona Marseille Torino - Bologna/	a – Teruel – Valencia – Valencia – Madrid Bobadilla – Murcia a – Murcia – Valencia a/Palma de Mallorca - a – Barcelona – Perpi – Genova/Lyon – La Novara – Milano – Verona – Padova – V	/Sagunto a Barcelona gnan - Spezia - enezia -	Core networl Alignment	k corridor "Mediterranean" Algeciras – Bobadilla –Madr Tarragona Sevilla – Bobadilla – Murcia Cartagena – Murcia – Valenc	J
Pre-identified sections	Cross-border Missing link	Lyon – Torino: base tunnel and access routes Nice – Ventimiglia Trieste – Divača Ljubljana – Zagreb Zagreb – Budapest Budapest – Miskolc – UA border Lendava – Letenye Vásárosnamény – UA border Perpignan – Montpellier Koper – Divača Rijeka – Zagreb Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	Rail Road Rail Inland Waterways	Pre-identified sections	Budapest Toulouse	– <i>Narbonne</i> /Rijeka – Zagreb – B		Cross-border links Missing link	Tarragona/Palma de Mallorca Tarragona – Barcelona – Perp Marseille – Genova/Lyon – I Spezia/Torino – Novara – Mi Bologna/Verona – Padova – Navenna/Trieste/Koper – Lju Budapest Ljubljana/Rijeka – Zagreb – Dorder Barcelona – Perpignan Lyon – Torino: base tunnel and access routes Nice – Ventimiglia Venezia – Trieste – Divača – Ljubljana Ljubljana – Zagreb Zagreb – Budapest Budapest – Miskolc – UA border Lendava – Letenye Vásárosnamény – UA border Almería – Murcia Non-UIC gauge interoperable lines on the Iberian Peninsula Perpignan – Montpellier Koper – Divača	a – Barcelona pignan – L a ilano – Venezia – bljana –
						Cremona – Mantova – Ferrara – Porto Levante/Venezia –Trieste/ Ravenna - Porto Garibaldi	Waterways		Rijeka – Zagreb Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	Inland Waterways

Core netwo	rk corrido	r "North Sea – Baltic"						
Alignment		Ielsinki – Tallinn – Riga						
	Ventspils	C						
	Riga – Ka							
	•	– Kaunas – Vilnius Warszawa						
		er – Warszawa – Łódź – 1	Doznań					
		:/Oder – Berlin – Hambu						
		atowice/Wrocław	is ixici					
		e – Wrocław – Falkenber	g —					
	Magdebu		U					
		/Świnoujście – Berlin – N	Magdeburg -					
	Braunsch	weig – Hannover						
		r – Bremen –						
	Bremerhaven/Wilhelmshaven							
	Hannover – Osnabrück – Hengelo – Almelo –							
	Deventer – Utrecht							
	Utrecht – Amsterdam							
		Rotterdam – Antwerpen	l					
Pre-	Cross-	r – Köln – Antwerpen Tallinn – Rīga –	Rail					
identified	border	Kaunas – Warszawa:	Kall					
sections	border	Rail Baltic new UIC						
500010115		gauge fully						
		interoperable line						
		Świnoujście/Szczecin	Rail/Inland					
		– Berlin	Waterways					
		Via Baltica Corridor	Road					
		EE-LV-LT-PL						
	Missing	Kaunas – Vilnius	Rail					
	link	Warszawa/Idzikowice	-					
		– Poznań/Wrocław,						
		incl. connections to						
		the planned Central						
		Transport Hub						
		Kiel Kanal	Inland					
			waterways					
		Berlin – Magdeburg –						
		Hannover;						
		Mittellandkanal;						
		western German						
		canals Phine Weel	-					
		Rhine, Waal						
		Noordzeekanaal,						
		IJssel, Twentekanaal						

		'North Sea – Baltic"									
Alignment		sinki – Tallinn – Riga									
	Ventspils – I	•									
	Riga – Kaun										
	•	Kaunas – Vilnius									
		Kaunas – Warszawa BY border – Warszawa – <i>Łódź/Poznań</i> –									
		Frankfurt/Oder – Berlin – Hamburg – Kiel Łódź – Katowice/Wrocław									
		<i>ler – Rzeszów –</i> Katowice	e – Wrocław								
		g – Magdeburg	Wiociaw								
	, ,	vinoujście – Berlin – Mag	deburg –								
		eig – Hannover	,4404118								
	Hannover –	•									
	Bremerhave	n/Wilhelmshaven									
	Hannover –	Osnabrück – / Kleve – N	ijmegen/–								
	Hengelo – A	Almelo – Deventer – Utre	cht Utrecht -								
	Amsterdam										
		otterdam – Antwerpen									
		Köln – Antwerpen	T =								
Pre-	Cross-	Tallinn – Rīga –	Rail								
identified	border	Kaunas/Vilnius –									
sections		Warszawa: Rail Baltic									
		new UIC gauge fully									
		interoperable line	D. "								
		Antwerpen – Duisburg	Rail								
		Świnoujście/Szczecin/	Rail/Inland								
		Karniner Bridge –	Waterways								
		Berlin	, acci , ays								
		W. D. I.: G. 11	D 1								
		Via Baltica Corridor EE-LV-LT-PL	Road								
ŀ	Missing	[]	Rail								
	link	Warszawa/Idzikowice									
		- Poznań/Wrocław,									
		incl. connections to									
		the planned Central									
		Transport Hub									
		Kiel Kanal	Inland								
		Berlin – Magdeburg –	waterways								
		Hannover;									
		-									
		Mittellandkanai.									
		Mittellandkanal; western German									
		western German									
		western German canals									
		western German canals Rhine, Waal									
		western German canals Rhine, Waal Noordzeekanaal,									
	II.	western German canals Rhine, Waal Noordzeekanaal, IJssel, Twentekanaal	D''								
	Upgrading	western German canals Rhine, Waal Noordzeekanaal, IJssel, Twentekanaal Ruhrgebiet –	Rail								
	Upgrading (double- track)	western German canals Rhine, Waal Noordzeekanaal, IJssel, Twentekanaal	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/Po	oznań –					
	Frankfurt/Oder – Berlin – Hambu	rg – Kiel					
	Łódź – Katowice/Wrocław						
	UA border – Rzeszów – Katowic	ce –					
	Wrocław – Falkenberg – Magdeb						
	Szczecin/Świnoujście – Berlin – N	Magdeburg –					
	Braunschweig – Hannover						
	Hannover – Bremen –						
	Bremerhaven/Wilhelmshaven						
	Hannover – Osnabrück – Hengelo	– Almelo –					
	Deventer – Utrecht						
	Utrecht – Amsterdam						
	Utrecht – Rotterdam – Antwerpen	1					
	Hannover – Köln – Antwerpen						
Cross-	Tallinn – Rīga – Kaunas –	Rail					
border	Warszawa: Rail Baltic new UIC						
links	gauge fully interoperable line	- · · · · · · · · · · · · · · · · · · ·					
	Świnoujście/Szczecin – Berlin	Rail/Inland					
	Via Daltina Camidan EE IV	Waterways					
	Via Baltica Corridor EE-LV-	Road					
Missins	LT-PL Kaunas – Vilnius	Rail					
Missing link	Kaunas – viinius	Kall					
IIIIK	Warszawa/Idzikowice –	1					
	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 networ	rk corridor	"North Sea – Mediter	rranean"			
		r "North Sea – Medit		Alignment	Derry – S Foynes/Co [] Baile Áth Zeebrugg	a Cliath/Dublin/Corcai e/Antwerpen/Rotterdan	igh/Cork – n	Core netwo Alignment	rk corridor "North Sea – Medit Belfast – Dublin – Shannon Foy Shannon Foynes/Dublin/Cork Le Havre/Calais/	rnes/Cork -
Alignment	Glasgow/ – Birmingh Felixstow London – Amsterda Brussel/B Luxembo Lyon – M Luxembo Antwerpe Dunkerqu	Jam – Jee/London/Southampto Jee/London/Southampto Lille – Brussel/Bruxel Jem – Rotterdam – Antw Bruxelles – Luxembour Jerg – Metz – Dijon – Marseille Jerg – Metz – Strasbour Jen/Zeebrugge – Gent – Jue/Lille – Paris	l/Manchester on illes verp – rg Macon – rg – Basel		Zeebrugg [] UK E London – Bruxelles Brussel/B Amsterda Brussel/B Luxembon – Marseill Luxembon Antwerpe Dunkerqu	m – Rotterdam – Antwe ruxelles – Luxembourg urg – Metz – Dijon – M le urg – Metz – Strasbourg n/Zeebrugge – Gent – e/Lille – Paris	n Bruxelles il link nes – erp – lacon – Lyon g – Basel		Dunkerque/Zeebrugge/Terneu Antwerpen/Rotterdam/Amster Glasgow/Edinburgh – Liverpool – Birmingham Birmingham – Felixstowe/London/Southampto London – Lille – Brussel/Bruxel Amsterdam – Rotterdam – Antw Brussel/Bruxelles – Luxembour Luxembourg – Metz – Dijon – M Lyon – Marseille Luxembourg – Metz – Strasbour	n lles verp – g
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	Rail Inland waterways	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	Rail Inland waterways	Cross- border links	Antwerpen/Zeebrugge – Gent – Calais/Dunkerque/Lille – Paris-Le Havre Brussel/Bruxelles – Luxembourg – Strasbourg Terneuzen – Gent Seine – Escaut Network and the related Seine, Escaut and Meuse river basins Rhine-Scheldt corridor	Rail Inland waterways
	Missing link	Albertkanaal/Canal Bocholt-Herentals Dunkerque – Lille	Inland waterways		Missing link	Albertkanaal/Canal Bocholt-Herentals Dunkerque – Lille	Inland waterways	Missing link	Albertkanaal/ Canal Albert and Canal Bocholt-Herentals Dunkerque – Lille	Inland waterways

				Core networ	rk corridor	"Orient/East-Med"					
Core networ	k corrido	r "Orient/East-Me	d"	Alignment	Hamburg – Berlin Rostock – Berlin – Dresden Bremerhaven/Wilhelmshaven – Magdeburg –			Core network Alignment	corridor "Orient/East-Med" Hamburg – Berlin Rostock – Berlin – Dresden		
Alignment	Rostock - Bremerha Magdebu Dresden - Melnik/Pi Labem/Po Kolin - P Wien/Bra Timişoara Sofia Sofia - Pl Plovdiv - Kavala - Kakavia/I FYROM Sofia - Tl Piraeus/II (Vasiliko	— Berlin — Dresden aven/Wilhelmshaver rg — Dresden — Ústí nad Labem — raha — Lysá nad oříčany — Kolin rardubice — Brno — ratislava — Budapest — a — Craiova — Calafa lovdiv — Burgas — TR border — Alexa Thessaloniki — Ioan Igoumenitsa border — Thessaloni hessaloniki — Athina konio — Heraklion —) — Lefkosia Patras/Igoumenitsa	- Arad – nt – Vidin – ndropouli – nina – iki a –	Pre- identified sections	Lysá nad I Kolin – Pa Budapest – Calafat – V Sofia – Plo Plovdiv – Kavala – T Kakavia/Iş FYROM b Sofia – Th Piraeus/Ik (Vasiliko)	Ústí nad Labem – Mel Labem/Poříčany – Koli Ardubice – Brno – Wier – Arad – Timişoara – C Vidin – Sofia ovdiv – Burgas TR border – Alexandro Thessaloniki – Ioannina goumenitsa border – Thessaloniki nessaloniki – Athina – onio – Heraklion – Ler – Lefkosia Patras/Igoumenitsa Dresden – Praha Wien/Bratislava – Budapest Békéscsaba – Arad	n n/Bratislava – Craiova – opouli – a –	Cross-border	Bremerhaven/Wilhelmshaver Magdeburg – Dresden Dresden – Ústí nad Labem – Melnik/Praha – Lysá nad Labem/Poříčany – Kolin Kolin – Pardubice – Brno – Wien/Bratislava – Budapest – Timişoara – Craiova – Calafa Sofia Sofia – RS border/FYROM Sofia – Plovdiv – Burgas/TR [] TR border – Alexandrop Kavala – Thessaloniki – Ioan Kakavia/Igoumenitsa FYROM border – Thessaloni Sofia – Thessaloniki – Athina Piraeus/Ikonio – Heraklion – (Vasiliko) – Lefkosia/Larnal Athina – Patras/Igoumenitsa Dresden – Praha/Kolín	- Arad – ut – Vidin – border border ouli – nina – ki a – Lemesos	
Pre- identified sections	Cross- border	Dresden – Praha Wien/Bratislava – Budapest Békéscsaba – Arad Calafat – Vidin – Sofia – Thessaloniki TR border – Alexandropouli FYROM border – Thessaloniki Ioannina – Kakavia (AL border) Hamburg – Dresden – Praha – Pardubice	Road Inland waterways		Missing link	Calafat – Vidin – Sofia – Thessaloniki TR border – Alexandropouli FYROM border – Thessaloniki Ioannina – Kakavia (AL border) Craiova – Vidin Hamburg – Dresden – Praha – Pardubice Thessaloniki – Kavala Budapest Kelenföld – Ferencváros	Road Inland waterways Rail	links	Wien/Bratislava – Budapest Békéscsaba – Arad – Timişoara Craiova – Calafat – Vidin – Sofia – Thessaloniki Sofia – RS border/FYROM border TR border – Alexandropouli FYROM border – Thessaloniki Ioannina – Kakavia (AL border) Drobeta Turnu Severin/Craiova – Vidin – Montana Sofia – RS border	Road	
	Missing link	Thessaloniki – Kavala	Rail			station			Hamburg – Dresden – Praha – Pardubice	Inland waterways	

Core netwo	ork corridor " Rhine – Alpine"					
Alignment	Genova -	- Milano – Lugano – Base	el			
U	Genova -	- Novara – Brig – Bern –	Basel –			
	Karlsruhe – Mannheim – Mainz – Koblenz – Köln Köln – Düsseldorf – Duisburg – Nijmegen/Arnhem – Utrecht – Amsterdam					
		n – Rotterdam – Vlissinge				
		iège – Bruxelles/Brussel				
D		Antwerpen – Gent – Zeeb				
Pre- identified	Cross- border	Zevenaar – Emmerich	Rail			
sections	border	OberhausenKarlsruhe – Basel				
sections		Kanstulle – Dasei				
		Milano/Novara – CH				
		border				
		Basel –	Inland			
		Antwerpen/Rotterdam	waterways			
		- Amsterdam				
	Missing	Genova –	Rail			
	link	Tortona/Novi Ligure				

Core network corridor " Rhine – Alpine"							
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 Milano - Verona - Trento - Bozen - Innsbruck - München, including the Brenner Corridor Köln – Düsseldorf – Duisburg – Nijmegen/Arnhem – Utrecht – Amsterdam Nijmegen – Rotterdam – Vlissingen Köln – Liège – Bruxelles/Brussel – Gent						
	l	iege – Bruxeiies/Brussei – Antwerpen – Gent – Zeebr					
Pre- identified sections	Cross- border	Zevenaar – Emmerich – Oberhausen Karlsruhe – Basel Milano/Novara – CH	Rail				
		border Antwerpen - Duisburg					
		Basel – Antwerpen/Rotterdam – Amsterdam	Inland waterways				
	Missing link	Genova – Tortona/Novi Ligure	Rail				

Alignment Genova – Milano – Lugano – Basel							
_	Genova – Novara – Brig – Bern – Basel – Karlsruhe – Mannheim – Mainz –						
	Koblenz – Köln	Koblenz – Köln					
	Köln – Düsseldorf – Duisbu	•					
	Nijmegen/Arnhem – Utrech	nt —					
	Amsterdam Nijmegen – Rotterdam – Vlissingen						
	Köln – Liège – Bruxelles/B	russel –					
	Gent	. Zaahrugga					
Cross-border	Liège – Antwerpen – Gent						
links	Zevenaar – Emmerich – Oberhausen	Rail					
unks		-					
	Karlsruhe – Basel						
	Milano/Novara – CH	1					
	border						
	Basel –	Inland					
	Antwerpen/Rotterdam –	waterways					
	Amsterdam						
Missing link	Genova – Tortona/Novi	Rail					
TVIISSIIIE IIIIK							

				Core netwo	Core network corridor "Rhine – Danube"			Core network corridor "Rhine – Danube"			
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		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 – Bucurešti – <i>Focşani</i> – <i>Albita</i> (<i>MD border</i>) / Constanta – Sulina			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 – Budape – Vukovar Wien/Bratislava – Budapest – Arad – Brašov/Crajova – Budurešti – Constanta						
	Wien/Bratislava – Budapest – Arad –			Pre-	Cross-	München – Praha	Rail		Brašov/Craiova – Bucurešti – Constanta – Sulina		
	Brašov/C Sulina	Craiova – Bucurešti – Const	anta –	identified sections	border	Nürnberg – Plzen		Cross-	München – Praha	Rail	
Pre- identified sections	Cross- border	München – Praha Nürnberg – Plzen München – Mühldorf – Freilassing - Salzburg Strasbourg – Kehl Appenweier Hranice – Žilina Wien – Bratislava/Budapest Bratislava – Budapest Békéscsaba – Arad	Rail			München – Mühldorf – Freilassing - Salzburg Strasbourg – Kehl Appenweier Hranice – Žilina Wien – Bratislava/Budapest Bratislava – Budapest Békéscsaba – Arad Danube (Kehlheim - Constanţa/Midia/Sulina) and the related Sava and Tisza river basins	Inland Waterways	border links	Nürnberg – Plzen München – Mühldorf – Freilassing - Salzburg Strasbourg – Kehl Appenweier Hranice – Žilina Košice – UA border Wien – Bratislava/Budapest Bratislava – Budapest Békéscsaba – Arad– Timişoara	Inland	
		Danube (Kehlheim - Constanța/Midia/Sulina)	Inland Waterways			Zlín – Žilina	Road		Danube (Kehlheim - Constanța/Midia/Sulina) and	Inland Waterways	
		and the related Sava and Tisza river basins	water ways		Missing		Rail		the related Váh , Sava and Tisza river basins	watciways	
		Zlín – Žilina	Road		link	Salzburg – Linz			Zlín – Žilina	Road	
ŀ	•	Stuttgart – Ulm	Rail			Arad – Craiova		Missing	Stuttgart – Ulm	Rail	
	link	Salzburg – Linz				București – Constanța		links	Salzburg – Linz	1	
		Arad – Craiova				Arad - Brasov	Rail		[] Craiova – București]	
		București – Constanța				Brasov - Predeal București - Craiova	Rail Rail		[]Sighişoara – Predeal		

		Core networ	k corridor	"Scandinavian – Med	literranean"			
		Alignment	Turku/Na Malmö Narvik/O Oslo – G Malmö – Aalborg - Københa	er – Hamina/Kotka – Ho aantali – Stockholm – Ö Dulu – Luleå – Umeå – S oteburg – Malmö – Tre København – Frederici - Hirtshals/Frederikshav vn – Kolding/Lübeck –	Stockholm Bleborg a – Aarhus –			
Core networ	k corridor "Scandinavian – Mediterranean"		Hannove Bremerha		over –			
Alignment Pre- identified sections	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 – 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 – Hamburg: Fehmarn belt fixed link access routes München – Wörgl – Innsbruck –	Pre- identified sections	Nürnberg Rostock - Erfurt/W Nürnberg Bologna - Livorno/I – Bari – T Napoli –	aven – Bremen – Hannog – Berlin – Halle/Leipzig Feimar – München g – München – Innsbruc – Ancona/Firenze La Spezia – Firenze – R Taranto – Valletta Cagliari /Gioia Tauro – 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 Trelleborg – Malmö – Göteborg – No border (cross- border, rail)	g – k – Verona – oma – Napoli	Cross-border links	RU border – Hamina/Kotka – Turku/Naantali – Stockholm - Örebro(Hallsberg)/Linköpin Narvik/Oulu – Luleå – Stockholm/Örebro(Hallsber Oslo – Goteburg – Malmö – T Malmö – København – Frede Aarhus – Aalborg - Hirtshals/Frederikshavn København – Kolding/Lübecl – Hannover Bremerhaven – Bremen – Han Nürnberg Rostock – Berlin – Leipzig – Nürnberg – München – Innsb Verona – Bologna – Ancona/I Livorno/La Spezia – Firenze - Napoli – Bari – Taranto – Valletta/Marsaxlokk Cagliari – Napoli – Gioia Tar Palermo/Augusta – Valletta/N RU border – Helsinki København – Hamburg:	ng – Malmö - Umeå – g) Frelleborg ricia – k – Hamburg nnover – München oruck – Firenze – Roma –
	Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes København – Hamburg: Fehmarn belt fixed link			Göteborg-Oslo Helsingborg- Helsingør Copenhagen- Malmö København – Hamburg: Fehmarn belt fixed link	Rail/Road		Fehmarn belt fixed link access routes München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes København – Hamburg: Fehmarn belt fixed link	Rail/Road

19.				2. Indicative list of cross-border links []	on the
2. Pre-identified sections on the comprehensi	ve network	2. Pre-identified sections on the comprehensive	network	comprehensive network	
0.		The related elements located on the comprehensive			
The cross-border sections of the comprehensive n		referred to at Article 9(2)(a)(i) and the cross-borde		The cross-border sections of the comprehensive no	
referred to at Article 9(2)(a)(ii) of this Regulation	include	comprehensive network referred to at Article 9(2)(a	ı)(ii) of this	referred to at Article 9(2)(a)(ii) of this Regulation	include
notably the following sections:		Regulation include notably the following sections:		notably the following sections:	
1.		Dublin – Strabane – Letterkenny	Road		
		Derry – Sligo – Galway	Rail		
		Pau – Huesca	Rail		
		Lyon – CH border	Rail		
		Athus – Mont-Saint-Martin	Rail	Dublin – Strabane – Letterkenny	Road
		[]	[]	Pau – Huesca	Rail
	Dand	Mons - Valenciennes	Rail	Lyon – CH border	Rail
Dublin – Strabane – Letterkenny	Road	Gent – Terneuzen	Rail	Athus – Mont-Saint-Martin	Rail
Pau – Huesca	Rail	Heerlen – Aachen	Rail	Breda – Venlo – Viersen – Duisburg	Rail
Lyon – CH border	Rail	Groningen – Bremen	Rail	Antwerpen – Duisburg	Rail
Athus – Mont-Saint-Martin	Rail	Stuttgart – CH border	Rail	Mons - Valenciennes	Rail
Antwerpen – Duisburg	Rail	Berlin – Rzepin/Horka – Wrocław	Rail	Gent – Terneuzen	Rail
Mons - Valenciennes	Rail	Prague – Linz	Rail	Heerlen – Aachen	Rail
Gent – Terneuzen	Rail	Villach – Ljubljana	Rail	Groningen – Bremen	Rail
Heerlen – Aachen	Rail	Ancona – Foggia	Rail/Road	Stuttgart – CH border	Rail
Groningen – Bremen	Rail	Pivka – Rijeka	Rail	Gallarate/Sesto Calende – CH border	Rail
Stuttgart – CH border	Rail	Plzeň – České Budějovice – Wien	Rail	Berlin – Rzepin/Horka – Wrocław	Rail
Berlin – Rzepin/Horka – Wrocław	Rail	Wien - Gyor	Rail	Prague – Linz	Rail
Prague – Linz	Rail	Graz – <i>Celldömölk</i> – Gyor	Rail	Villach – Ljubljana	Rail
Villach – Ljubljana	Rail	Neumarkt-Kalham - Mühldorf	Rail	Pivka – Rijeka	Rail
Pivka – Rijeka	Rail	Amber Corridor PL-SK-HU	Rail	Plzeň – České Budějovice – Wien	Rail
Plzeň – České Budějovice – Wien	Rail	Via Carpathia Corridor BY/UA border-PL-SK-	Road	Wien - Gyor	Rail
Wien - Gyor	Rail	HU-RO		Graz - Celldömölk – Győr	Rail
Graz - Gyor	Rail	Budapest – Osijek – Svilaj (BiH border)	Road	Neumarkt-Kalham - Mühldorf	Rail
Neumarkt-Kalham - Mühldorf	Rail	Timișoara – Moravița	Road	Amber Corridor PL-SK-HU	Rail
Amber Corridor PL-SK-HU	Rail	Faro – Huelva	Rail	Via Carpathia Corridor BY/UA border-PL-SK-	Road
Via Carpathia Corridor BY/UA border-PL-SK-	Road	Porto – Vigo	Rail	HU-RO	
HU-RO		București – Giurgiu – Varna/Bourgas	Rail	Focșani – MD border	Road
Budapest – Osijek – Svilaj (BiH border)	Road	Svilengrad – Pithio	Rail	Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail	Siret – Suceava	Road	Faro – Huelva	Rail
Porto – Vigo	Rail	Focșani – Albița	Road	Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail	München – Salzburg – Laibach	Rail	Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail	Gallarate/Sesto C. – Laveno/Luino	Rail	Svilengrad – Pithio	Rail

1 1	PART IV: IDENTIFICATION OF CROSS-BORDER	PART IV: IDENTIFICATION OF CROSS-BORDER	PART IV: Identification of Cross-border Projects in the	
	PROJECTS IN THE FIELD OF RENEWABLE ENERGY	PROJECTS IN THE FIELD OF RENEWABLE ENERGY	field of renewable energy	
23.	1. Objective of cross-border projects in the field of	1. Objective of cross-border projects in the field of	Objective of cross-border projects in the field of	
	renewable energy	renewable energy	renewable energy	
	Cross-border projects in the field of renewable energy shall	Cross-border projects in the field of renewable energy shall	Cross-border projects in the field of renewable energy shall	
	promote the cross-border cooperation between Member States	promote the cross-border cooperation between Member States in	promote the cross-border cooperation between Member States	
	in the field of planning, development and cost-effective	the field of planning, development and cost-effective	in the field of planning, development and cost-effective	
	exploitation of renewable energy sources.	exploitation of renewable energy sources with the aim of contributing to the Union's long term decarbonisation targets.	exploitation of renewable energy sources as well as facilitate their integration through energy storage facilities.	
25.	2. General criteria	General criteria	General criteria	$\overline{}$
	In order to qualify as a cross-border project in the field of	In order to qualify as a cross-border project in the field of	In order to qualify as a cross-border project in the field of	-
	renewable energy, a project shall meet all of the following	renewable energy, a project shall meet all of the following	renewable energy, a project shall meet all of the following	
	general criteria:	general criteria:	general criteria:	
27.	<i>5</i> · · · · · · · · · · · · · · · · · · ·	0	(a) it shall be included in a cooperation agreement or any	
	(a) it shall be included in a cooperation agreement or any	(a) it shall be included in a cooperation agreement or any	other kind of arrangement between Member States and/or	
	other kind of arrangement between Member States and/or	other kind of arrangement between Member States and/or	between Member States and third countries as set out in []	
	between Member States and third countries as set out in	between Member States and third countries as set out in	Directive [(EU) 2018/XXXX of the European Parliament	
	Articles 6, 7, 9 or 11 of Directive 2009/28/EC;	Articles 6, 7, 9 or 11 of Directive 2009/28/EC;	and of the Council (Renewable Energy Directive)];	
28.		(b) it shall provide cost savings in the deployment of		
	(b) it shall provide cost savings in the deployment of	renewables and/or benefits for system integration, security of		
	renewables and/or benefits for system integration, security of	supply or innovation in comparison to an alternative cross-	(b) it shall provide cost savings in the deployment of	
	supply or innovation in comparison to a similar project	border energy project or a renewable energy project	renewables [] or benefits for system integration, security of	
	implemented by one of the participating Member States alone;	implemented by one of the participating Member States alone;	supply or innovation [];	
	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of	
	the cost-benefit analysis as referred to in point 3 and applying	the cost-benefit analysis as referred to in point 3 and applying	the cost-benefit analysis as referred to in point 3 and applying	
	the methodology referred to in Article [7]	the methodology referred to in Article [7]	the methodology referred to in Article [7]	
30.	3. Cost-benefit analysis	3. Cost-benefit analysis	3. Cost-benefit analysis	
31.	The cost-benefit analysis referred to in point 2(c) above shall	The cost-benefit analysis referred to in point 2(c) above shall	The cost-benefit analysis referred to in point 2(c) above shall	
	take into account for each of the participating Member States	take into account for each of the participating Member States	take into account for each of the participating Member States	
	or third countries the impact inter alia on the following	or third countries the impact inter alia on the following	or third countries the impact inter alia on the following	
	aspects:	aspects:	aspects:	
	(a) costs of electricity generation;	(a) costs of electricity generation;	(a) costs of electricity generation;	
	(b) system integration costs;	(b) system integration costs;	(b) system integration costs;	
34.	(c) cost of support;	(c) cost of support;	(c) cost of support;	
	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	
	(e) security of supply;	(e) security of supply;	(e) security of supply;	
37.		(f) air and other local pollution <i>or effects on local nature</i>		
	(f) air and other local pollution;	and the environment;	(f) reduction of air and other local pollution;	
38.				1

39.	4. Process	4. Process	4. Process	
40.		Promoters of a project, including Member States, potentially		
	Promoters of a project, including Member States, potentially	eligible for selection as a cross-border project in the field of	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	eligible for selection as a cross-border project in the field of	
	renewable energy under a cooperation agreement or any other	kind of arrangement in the field of renewable energy between	renewable energy under a cooperation agreement or any other	
	kind of arrangement between Member States and/or between	Member States and/or between Member States and third	kind of arrangement between Member States and/or between	
	Member States and third countries as set out in Articles 6, 7, 9,	countries as set out in Articles 9 or 11 of Directive (EU) 2018/	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 the European Parliament and of the Council 1/1+. and seeking	or 11 of Directive 2009/28/EC and seeking to obtain the status	
	of cross-border projects in the field of renewable energy, shall	to obtain the status of cross-border projects in the field of	of cross-border projects in the field of renewable energy, shall	
	submit an application for selection as a cross-border projects in	renewable energy, shall submit an application for selection as a	submit an application for selection as a cross-border projects in	
	the field of renewable energy to the Commission. The	cross-border projects in the field of renewable energy to the	the field of renewable energy to the Commission. The	
	application shall include the relevant information to allow the	Commission. The application shall include the relevant	application shall include the relevant information to allow the	
	Commission to evaluate the project against the criteria laid	information to allow the Commission to evaluate the project	Commission to evaluate the project against the criteria laid	
	down in points 2 and 3, in line with the methodologies referred	against the criteria laid down in points 2 and 3, in line with the	down in points 2 and 3, in line with the methodologies referred	
	to in Article 7.	methodologies referred to in Article 7.	to in Article 7.	
41.	The Commission shall ensure that promoters are given the	The Commission shall ensure that promoters are given the	The Commission shall ensure that promoters are given the	
	opportunity to apply for the status of cross-border projects in	opportunity to apply for the status of cross-border projects in the	opportunity to apply for the status of cross-border projects in	
	the field of renewable energy at least once a year.	field of renewable energy at least once a year.	the field of renewable energy at least once a year.	
42.		<u> </u>	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	
	The Commission shall conduct appropriate consultations on	The Commission shall conduct appropriate consultations on the	with paragraph 2 (b) of this Annex and on the expected	
	the list of projects submitted to become cross-border projects	list of projects submitted to become cross-border projects in the	costs and benefits and the expected EU-added value in line	
	in the field of renewable energy.	field of renewable energy.	with paragraph 2 (c) of this Annex.	
43.	<u> </u>		The Commission shall adopt the final list of selected cross-	
			border projects in the field of renewable energy by	
			delegated act on the basis of a draft list proposed by	
			Member States agreed on in the competent group, and	
			shall publish on its website the list of selected cross-border	
			projects in the field of renewable energy.	
44.	The Commission shall evaluate the applications against the	The Commission shall evaluate the applications against the	The Commission shall evaluate the applications against the	
	criteria laid down in points 2 and 3.	criteria laid down in points 2 and 3.	criteria laid down in points 2 and 3.	
		1	F F	

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ANNEX
TREE.2.A
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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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OJ please insert title, number and OJ reference of COD 2016/0382 (renewable energy).

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

48.	PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE	PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE	PART V – DIGITAL CONNECTIVITY	
40	PROJECTS OF COMMON INTEREST	PROJECTS OF COMMON INTEREST	INFRASTRUCTURE PROJECTS OF COMMON INTEREST	
49.	1. Gigabit connectivity to socio-economic drivers	1. Gigabit <i>and 5G or other state-of-art mobile</i> connectivity to socio-economic drivers	Gigabit connectivity to socio-economic drivers	
50.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.	
51.	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to:	
52.	Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients ¹ ;	- Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients ¹ ;	- Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients ¹ ;	
	See also COM(2018) 233 final - Commission Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.	See also COM(2018) 233 final - Commission Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.	¹ See also COM(2018) 233 final - Commission Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.	
53.	- Gigabit Connectivity for education and research centres, in the context of the efforts to close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency ² .	- Gigabit Connectivity for education and research centres, in the context of the efforts to <i>facilitate the use of inter alia high-speed computing, cloud applications and big data</i> , close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency ² .	Gigabit Connectivity for education and research centres, in the context of the efforts to close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency ² .	
	See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	² See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	
54.		- 5G or very-high capacity wireless broadband connectivity for education and research centres, hospitals and medical centres in the context of the efforts to bring uninterrupted 5G wireless broadband coverage to all urban centres by 2025.		
55.	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities	
56.	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:	
57.	- are implemented by a public sector body as referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;	- are implemented by a public sector body as referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;	- are implemented by a public sector body as referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;	
58.	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:	
59.	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and	

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60.				
	- supports access to innovative digital services;	- supports <i>equal</i> access to innovative digital services;	- supports access to innovative digital services;	
61.	was the common viewal identity to be anavided by the	- use the common visual identity <i>available in multiple</i>	yea the common viewel identity to be amovided by the	
	- use the common visual identity to be provided by the Commission and link to the associated online tools;	<i>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;	
62 commit to procure the necessary equipment and/or		,	- commit to procure the necessary equipment and/or	
02.	related installation services in accordance with applicable law	- commit to procure the necessary equipment and/or related installation services in accordance with applicable law to ensure	related installation services in accordance with applicable law	
	to ensure that projects do not unduly distort competition.	that projects do not unduly distort competition.	to ensure that projects do not unduly distort competition.	
63.	Financial assistance shall be available to public sector bodies	Financial assistance shall be available to public sector bodies as	Financial assistance shall be available to public sector bodies	
05.	as defined in point (1) of Article 3 of Directive (EU)	defined in point (1) of Article 3 of Directive (EU) 2016/2102 of	as defined in point (1) of Article 3 of Directive (EU)	
	2016/2102 of the European Parliament and of the Council ³	the European Parliament and of the Council ³ undertaking to	2016/2102 of the European Parliament and of the Council ³	
	undertaking to provide, in accordance with national law, local	provide, in accordance with national law, local wireless	undertaking to provide, in accordance with national law, local	
	wireless connectivity that is free of charge and without	connectivity that is free of charge and without discriminatory	wireless connectivity that is free of charge and without	
	discriminatory conditions through the installation of local	conditions through the installation of local wireless access	discriminatory conditions through the installation of local	
	wireless access points.	points.	wireless access points.	
	Directive (EU) 2016/2102 of the European	Directive (EU) 2016/2102 of the European	Directive (EU) 2016/2102 of the European	
	Parliament and of the Council of 26 October 2016 on	Parliament and of the Council of 26 October 2016 on the	Parliament and of the Council of 26 October 2016 on	
	the accessibility of websites and mobile applications of	accessibility of websites and mobile applications of public	the accessibility of websites and mobile applications of	
(4	public sector bodies (OJ L 327, 2.12.2016, p. 1).	sector bodies (OJ L 327, 2.12.2016, p. 1).	public sector bodies (OJ L 327, 2.12.2016, p. 1).	
64.	Funded actions shall not duplicate existing free private or	Funded actions shall not duplicate existing free private or public	Funded actions shall not duplicate existing free private or	
	public offers of similar characteristics, including quality, in the same public space.	offers of similar characteristics, including quality, in the same public space.	public offers of similar characteristics, including quality, in the same public space.	
65.	The available budget shall be allocated in a geographically	The available budget shall be allocated in a geographically	The available budget shall be allocated in a geographically	
03.	balanced manner across Member States.	balanced manner across Member States.	balanced manner across Member States.	
66.	Wherever relevant, coordination and coherence will be ensured	Cultilled Hamile actions (Action States).	Wherever relevant, coordination and coherence will be	
00.	with CEF actions supporting access of socio-economic drivers		ensured with CEF actions supporting access of socio-economic	
	to very high capacity networks capable of providing Gigabit		drivers to very high capacity networks capable of providing	
	connectivity.	[]	Gigabit connectivity.	
67.		3. Indicative list of 5G corridors <i>and cross-border</i>		
	3. Indicative list of 5G corridors eligible for funding	connections eligible for funding	3. Indicative list of 5G corridors eligible for funding	
68.	In line with the Gigabit society objectives set out by the			
	Commission to ensure that major terrestrial transport paths	In line with the Gigabit society objectives set out by the		
	have uninterrupted 5G coverage by 2025 ⁴ , actions	Commission to ensure that major terrestrial transport paths have	In line with the Circhit assists chiectives set out by the	
	implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step,	uninterrupted 5G coverage by 2025 ⁴ , actions implementing uninterrupted coverage with 5G systems pursuant to Article 9	In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths	
	actions on the cross-border sections for CAM ⁵	paragraph 4 (c) include, as a first step, actions on the cross-	have uninterrupted 5G coverage by 2025 ⁴ , actions	
	experimentation, and, as a second step, actions on more	border sections for CAM ⁵ experimentation, and, as a second	implementing uninterrupted coverage with 5G systems	
	extensive sections in view of a larger scale deployment of	step, actions on more extensive sections in view of a larger scale	pursuant to Article 9 paragraph 4 (c) include, as a first step,	
	CAM along the corridors, as indicated in the table below	deployment of CAM along the corridors, as indicated in the	actions on the cross-border sections for CAM ⁵	
	(indicative list). The TEN-T corridors are used as a basis for	table below (indicative list). The TEN-T corridors are used as a	experimentation, and, as a second step, actions on more	
	this purpose but the deployment of 5G is not necessarily	basis for this purpose but the deployment of 5G is not	extensive sections in view of a larger scale deployment of	
	confined to those corridors ⁶ .	necessarily confined to those corridors ⁶ .	CAM along the corridors, as indicated in the table below	
			(indicative list). The TEN-T corridors are used as a basis for	
	Connectivity for a Competitive Digital Single	Connectivity for a Competitive Digital Single	this purpose but the deployment of 5G is not necessarily	
	Market - Towards a European Gigabit Society -	Market - Towards a European Gigabit Society -	confined to those corridors[].	
	COM(2016)587	COM(2016)587		
	5 Connected and Automated Mobility	5 Connected and Automated Mobility	4 Connectivity for a Competitive Digital Single	
	Sections in italics are located outside of the TEN- T core network corridors but included in the 5G	6 Sections in italics are located outside of the TEN- T core network corridors but included in the 5G	Market - Towards a European Gigabit Society -	
	corridors	corridors	COM(2016)587 Connected and Automated Mobility	
	COTTUUIS	COTTIGOTS	Connected and Automated Woomity	

69.	Core network corridor "Atlantic"		
	Cross-border sections Porto-Vigo and Merida-Evora		
Core network corridor "Atlantic"	for CAM experimentation	Core network corridor "Atlantic"	
	Azores/Madeira Islands - Lisbon		
Cross-border sections Porto-Vigo and Merida-Evora	- Paris - Amsterdam - Frankfurt	Cross-border sections Porto-Vigo and Merida-Evora	
for CAM	Aveiro - Salamanca	for CAM and Aveiro – Salamanca	
experimentation More extensive section Metz – Paris - Bordeaux – Bilbao	More extensive section Metz – Paris - Bordeaux – Bilbao	experimentation More extensive section Metz – Paris - Bordeaux – Bilbao	
for larger scale Vigo - Porto - Lisbon	for larger scale	for larger scale	
deployment of CAM -Bilbao – Madrid – Lisbon	deployment of CAM -Bilbao - Madrid - Lisbon	deployment of CAM -Bilbao - Madrid - Lisbon	
70. Core network corridor "Baltic – Adriatic"	Core network corridor "Baltic - Adriatic"	Core network corridor "Baltic - Adriatic"	
Cross-border sections -	Cross-border sections -	Cross-border sections -	
for CAM	for CAM	for CAM	
experimentation	experimentation	experimentation	
More extensive section Gdansk – Warsaw – Brno –	More extensive section Gdansk – Warsaw – Brno –	More extensive section Gdansk – Warsaw – Brno –	
for larger scale Vienna – Graz – Ljubljana –	for larger scale Vienna – Graz – Ljubljana –	for larger scale Vienna – Graz – Ljubljana –	
deployment of CAM Trieste	deployment of CAM Trieste	deployment of CAM Koper – Trieste	
71. Core network corridor "Mediterranean"	Core network corridor "Mediterranean"	Core network corridor "Mediterranean"	
Cross-border sections -	Cross-border sections Submarine cable networks Lisbon	Cross-border sections -	
for CAM	for CAM – Marseille – Milan	for CAM	
experimentation	experimentation	experimentation	
More extensive section Budapest – Zagreb – Ljubljana /	More extensive section Budapest – Zagreb – Ljubljana /	More extensive section Budapest – Zagreb – Ljubljana /	
for larger scale Rijeka / Split deployment of CAM	for larger scale Rijeka / Split deployment of CAM	for larger scale Rijeka / Split deployment of CAM	
72.	deployment of Crawi	Core network corridor "North Sea – Baltic"	
Core network corridor "North Sea – Baltic"	Core network corridor "North Sea – Baltic"		
Cross-border sections Baltic corridor (to be defined)	Cross-border sections Baltic corridor (to be defined)	Cross-border sections [] Warsaw – Kaunas –	
Cross-border sections Baltic corridor (to be defined) for CAM	Cross-border sections Baltic corridor (to be defined) for CAM	for CAM Vilnius/Klaipėda experimentation	
experimentation	experimentation	More extensive Tallinn – Riga – Kaunas – LT/PL	
More extensive section Tallinn – Kaunas	More extensive section Tallinn – Kaunas	section for larger scale border – Warsaw	
for larger scale	for larger scale	deployment of CAM BY/LT border – Vilnius –	
deployment of CAM	deployment of CAM	Kaunas – Klaipėda	
73. Core network corridor "North Sea – Mediterranean"	Core network corridor "North Sea – Mediterranean"	Core network corridor "North Sea – Mediterranean"	
Cross-border sections Metz-Merzig-Luxembourg	Cross-border sections Metz-Merzig-Luxembourg	Cross-border sections Metz-Merzig-Luxembourg	
for CAM Rotterdam-Antwerp-Eindhoven	for CAM Rotterdam-Antwerp-Eindhoven	for CAM Rotterdam-Antwerp-Eindhoven	
experimentation	experimentation	experimentation	
More extensive section Amsterdam - Rotterdam - Breda	More extensive section Amsterdam - Rotterdam - Breda -	More extensive section Amsterdam - Rotterdam - Breda	
for larger scale — Lille — Paris	for larger scale Lille – Paris	for larger scale	
deployment of CAM Brussels – Metz – Basel	deployment of CAM Brussels – Metz – Basel	deployment of CAM Brussels – Metz – Basel Mulhouse Lyon Marsoille	
Mulhouse – Lyon – Marseille	Mulhouse – Lyon – Marseille	Mulhouse – Lyon – Marseille	

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