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TRANS 176
FIN 205
CADREFIN 136
POLGEN 45
REGIO 58
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TELECOM 111
COMPET 234
MI 235
ECO 39
CODEC 631
IA 91

REPORT

From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	15400/18 ADD 1 REV 3
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 - Progress report - Confirmation of the common understanding

<table>
<tr><th></th><th>COMMISSION PROPOSAL
COM(2018) 438 FINAL</th><th>EP AMENDMENTS
REPORT A8-0409/2018</th><th>COUNCIL
PARTIAL GENERAL APPROACH
ST 15146/18</th><th>PRESIDENCY COMPROMISES AND SUGGESTIONS</th></tr>
<tr><td>1.</td><td>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:</td><td>PART I – INDICATORS
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<tr><td>2.</td>
<td><table>
<tr><td>Sectors</td><td>Specific Objectives</td><td>Indicators</td></tr>
<tr><td>Transport</td><td>Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility</td><td>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)</td></tr>
<tr><td></td><td></td><td>Number of CEF supported actions contributing to the digitalisation of transport</td></tr>
<tr><td></td><td></td><td>Number of alternative fuel supply points built or upgraded with the support of CEF</td></tr>
<tr><td></td><td></td><td>Number of CEF supported actions contributing to the safety of transport</td></tr>
<tr><td></td><td>Adaptation to military mobility requirements</td><td>Number of transport infrastructure components adapted to meet military mobility requirements</td></tr>
</table></td>
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<tr><td>Transport:</td><td>Efficient and interconnected networks and infrastructure for smart, interoperable, sustainable, multimodal, inclusive, safe and secure mobility</td><td>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)</td></tr>
<tr><td></td><td></td><td>Number of CEF supported actions contributing to the digitalisation of transport (ERTMS, SESAR)</td></tr>
<tr><td></td><td></td><td>Number of alternative fuel supply points built or upgraded with the support of CEF</td></tr>
<tr><td></td><td></td><td>Number of CEF supported actions contributing to the safety of transport</td></tr>
<tr><td></td><td></td><td>Number of CEF actions contributing to transport accessibility for persons with disabilities</td></tr>
<tr><td></td><td></td><td>Number of CEF supported actions contributing to reduce rail freight noise</td></tr>
<tr><td></td><td>Adaptation to dual mobility (civil and defence) requirements</td><td>Number of transport infrastructure components adapted to meet dual mobility (civil and defence) requirements</td></tr>
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<tr><td></td><td></td><td>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</td></tr>
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<tr><td></td><td></td><td>Number of CEF supported actions contributing to the safety of transport</td></tr>
<tr><td></td><td>Development of civilian-military dual-use transport infrastructure</td><td>Number of transport infrastructure components adapted to civilian-military dual-use requirements</td></tr>
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										use transport infrastructure	**civilian**-military **dual-use** requirements
3.	Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints	Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints	Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints	Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints
		Security of energy supply	Number of CEF actions contributing to projects ensuring resilient gas network		Security of energy supply	Number of CEF actions contributing to projects ensuring resilient gas network		Security of energy supply	Number of CEF actions contributing to projects ensuring resilient gas network		Security of energy supply	Number of CEF actions contributing to projects ensuring resilient gas network
			Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity			Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity			Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity			Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity
		Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems		Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems		Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems		Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems
			Number of CEF actions contributing to cross-border cooperation in the area of renewables			Number of CEF actions contributing to cross-border cooperation in the area of renewables			Number of CEF actions contributing to cross-border cooperation in the area of renewables			Number of CEF actions contributing to cross-border cooperation in the area of renewables
4.	Digital	Contribution to the deployment of digital connectivity infrastructure throughout the European Union	New connections to very high capacity networks for socio-economic drivers and very high quality wireless connections for local communities	Digital	Contribution to the deployment of digital connectivity infrastructure throughout the European Union	New connections to very high capacity networks for socio-economic drivers and very high quality wireless connections for local communities	Digital	Contribution to the deployment of digital connectivity infrastructure throughout the European Union	New connections to very high capacity networks for socio-economic drivers and very high quality connections for local communities	Digital	Contribution to the deployment of digital connectivity infrastructure throughout the European Union	New connections to very high capacity networks for socio-economic drivers and very high quality connections for local communities
			Number of CEF actions enabling 5G connectivity along transport paths			Number of CEF actions enabling 5G connectivity along transport paths			Number of CEF actions enabling 5G connectivity along transport paths			Number of CEF actions enabling 5G connectivity along transport paths
			Number of CEF actions enabling new connections to very high capacity networks for households			Number of CEF actions enabling new connections to very high capacity networks for households			Number of CEF actions enabling new connections to very high capacity networks			Number of CEF actions enabling new connections to very high capacity networks
			Number of CEF actions contributing to the digitalisation of energy and transport sectors			Number of CEF actions contributing to the digitalisation of energy and transport sectors			Number of CEF actions contributing to the digitalisation of energy and transport sectors			Number of CEF actions contributing to the digitalisation of energy and transport sectors

5.	**PART II: INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR**	**PART II: INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR**	**PART II: INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR**	**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".	The budgetary resources referred to in Article 4 paragraph 2 (a) (i) shall be distributed as follows: – 60% for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient, interconnected and multimodal networks"; – 40% for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".
6a.	For the actions listed at Article 9 paragraph 2 (a), 75% of the budgetary resources should be allocated to actions on the core network corridors, 10% to actions on the core network outside the core network corridors and 15% to actions on the comprehensive network.	***Budgetary resources used to finance*** actions listed in Article 9 paragraph 2 (a) ***shall be distributed as follows***: 75 % should be allocated to actions on the core network corridors, 10% to actions on the core network outside the core network corridors and 15% to actions on the comprehensive network.	**The budgetary resources referred to in Article 4 paragraph 2(a) (ii) shall be distributed as follows:** **– 85% for the actions listed at Article 9 paragraph 2(a): "Actions relating to efficient, interconnected and multimodal networks";** **– 15% for the actions listed at Article 9 paragraph 2(b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".**	**The budgetary resources referred to in Article 4 paragraph 2(a) (ii) shall be distributed as follows:** **– 85% for the actions listed at Article 9 paragraph 2(a): "Actions relating to efficient, interconnected and multimodal networks";** **– 15% for the actions listed at Article 9 paragraph 2(b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".**
6b			For the actions listed at Article 9 paragraph 2(a), **85%** of the budgetary resources should be allocated to actions on the core network **[…]** and 15% to actions on the comprehensive network.	For the actions listed at Article 9 paragraph 2(a), **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: *HORIZONTAL PRIORITIES,* 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.		***-1a. Horizontal priorities*** ***SESAR, ERTMS, ITS, RIS, VTMISsmart technology devices***		
9.	1. Core network corridors and pre-identified sections	1. Core network corridors and pre-identified sections	1. Core network corridors and […] **indicative list of cross-border links and missing links**	1. Core network corridors and **indicative list of <u>pre-identified</u> cross-border links and missing links**
10.	**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 Cross-border: Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux — Rail Cross-border: Aveiro – Salamanca — Rail Cross-border: Douro river (Via Navegável do Douro) — Inland waterways	**Core network corridor "Atlantic"** **Alignment**: Gijón – León – Valladolid A Coruña – Vigo – Orense – León– Zaragoza – Pamplona/Logroño – Bilbao ***Bordeaux – Toulouse*** Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid ***Madeira Island***/Sines – ***Ermidas***/Lisboa – Madrid – Valladolid Lisboa – Aveiro – Leixões/Porto – Douro river/***Vigo*** Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – ***La Rochelle*** – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg ***Shannon Foynes – Dublin – Rosslare – Waterford – Cork – Brest – Roscoff – Cherbourg – Caen – Le Havre – Rouen – Paris*** ***Dublin/Cork – Brest – Roscoff*** – Saint Nazaire – Nantes – Tours – ***Dijon*** **Pre-identified sections**: Cross-border: Evora – Merida — Rail Cross-border: Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux — Rail Cross-border: Aveiro – Salamanca — Rail Cross-border: Douro river (Via Navegável do Douro) — Inland waterways ***Missing link***: ***Paris (link Orly-Versailles and Orly-Ch. De Gaulle airport)*** — ***Multimodal***	**Core network corridor "Atlantic"** **Alignment**: Gijón – León – Valladolid A Coruña – Vigo – Orense – León– Zaragoza – Pamplona/Logroño – Bilbao Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid Sines/Lisboa – Madrid – Valladolid Lisboa – Aveiro – Leixões/Porto – Douro river **Shannon Foynes/Dublin/Cork – Le Havre – Rouen – Paris** Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Metz – Mannheim/Strasbourg Saint Nazaire – Nantes – Tours **Cross-border links**: Evora – Merida — Rail Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux — Rail Aveiro – Salamanca — Rail Douro river (Via Navegável do Douro) — Inland waterways **Missing links**: **Non-UIC gauge interoperable lines on the Iberian Peninsula** — **Rail**	**Core network corridor "Atlantic"** **Alignment**: Gijón – León – Valladolid A Coruña – Vigo – Orense – León Zaragoza – Pamplona/Logroño – Bilbao Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba Algeciras – Bobadilla – Madrid Sines/Lisboa – Madrid – Valladolid Lisboa – Aveiro – Leixões/Porto – Douro river Shannon Foynes/Dublin/Cork – Le Havre – Rouen – Paris Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – ***<u>Toulouse</u>***/Tours – Paris – Metz – Mannheim/Strasbourg ***<u>Shannon Foynes/Dublin/Cork –</u>*** Saint Nazaire – Nantes – Tours – ***<u>Dijon</u>*** **Cross-border links**: Evora – Merida — Rail Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux — Rail Aveiro – Salamanca — Rail Douro river (Via Navegável do Douro) — Inland waterways **Missing links**: **Non-UIC gauge interoperable lines on the Iberian Peninsula** — **Rail**

11.

Core network corridor "Baltic – Adriatic"			
Alignment	Gdynia – Gdańsk – Katowice/Sławków 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 Katowice – Žilina Opole – Ostrava Bratislava – Wien Graz – Maribor Trieste – Divaca	Rail
		Katowice – Žilina Brno – Wien	Road
	Missing link	Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača	Rail

Core network corridor "Baltic – Adriatic"			
Alignment	Gdynia – Gdańsk – Katowice/Sławków 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– ***Foggia*** Graz – Maribor –Ljubljana – Koper/Trieste		
Pre-identified sections	Cross-border	Katowice – Ostrava Katowice – Žilina Opole – Ostrava Bratislava – Wien Graz – Maribor Trieste – Divaca	Rail
		Katowice – Žilina Brno – Wien	Road
	Missing link	Gloggnitz – Mürzzuschlag: Semmering Base tunnel Graz – Klagenfurt: Koralm railway line and tunnel Koper – Divača	Rail

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

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

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

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 – Rīga – 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/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 – Rīga – Kaunas***/Vilnius*** – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail
		Antwerpen – Duisburg	***Rail***
		Świnoujście/Szczecin/ ***Karniner Bridge*** – Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	[…]	Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
		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 – Rīga – 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/***Osnabrück*** – Köln – Antwerpen	
Cross-border **links**	Tallinn – Rīga – 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**: part of Rail Baltic new UIC gauge fully interoperable line**	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	

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	
		Rhine-Scheldt corridor	
	Missing link	Albertkanaal/Canal Bocholt-Herentals	Inland waterways
		Dunkerque – Lille	

Core network corridor "North Sea – Mediterranean"			
Alignment	[…] ***Derry*** – ***Sligo*** – ***Galway*** – Shannon Foynes/Cork […] […] ***Baile Átha Cliath/Dublin/Corcaigh/Cork – Zeebrugge/Antwerpen/Rotterdam*** ***Dublin – Cork – Calais – Dunkerque – Zeebrugge – Anvers – Rotterdam*** […] ***UK Border– Lille*** – Brussel/Bruxelles London – Lille – ***cross-border rail link Bruxelles-Quiévrain-Valenciennes*** – 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	
	Missing link	Albertkanaal/Canal Bocholt-Herentals	Inland waterways
		Dunkerque – Lille	

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		Inland waterways
	Dunkerque – Lille		

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	Albertkanaal/ Canal Albert and Canal Bocholt-Herentals	Inland waterways

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 – Timişoara – Craiova – Calafat – Vidin – Sofia Sofia – Plovdiv – Burgas Plovdiv – TR border – Alexandropouli – Kavala – Thessaloniki – Ioannina – Kakavia/Igoumenitsa FYROM border – Thessaloniki Sofia – Thessaloniki – Athina – Piraeus/Ikonio – Heraklion – Lemesos (Vasiliko) – Lefkosia Athina – Patras/Igoumenitsa		
Pre-identified sections	Cross-border	Dresden – Praha	Rail
		Wien/Bratislava – Budapest	
		Békéscsaba – Arad	
		Calafat – Vidin – Sofia – Thessaloniki	
		TR border – Alexandropouli	
		FYROM border – Thessaloniki	
		Ioannina – Kakavia (AL border)	Road
		Hamburg – Dresden – Praha – Pardubice	Inland waterways
	Missing link	Thessaloniki – Kavala	Rail

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 – Timişoara – Craiova – Calafat – Vidin – Sofia Sofia – Plovdiv – Burgas Plovdiv – TR border – Alexandropouli – Kavala – Thessaloniki – Ioannina – Kakavia/Igoumenitsa FYROM border – Thessaloniki Sofia – Thessaloniki – Athina – Piraeus/Ikonio – Heraklion – Lemesos (Vasiliko) – Lefkosia Athina – Patras/Igoumenitsa		
Pre-identified sections	Cross-border	Dresden – Praha	Rail
		Wien/Bratislava – Budapest	
		Békéscsaba – Arad	
		Calafat – Vidin – Sofia – Thessaloniki	
		TR border – Alexandropouli	
		FYROM border – Thessaloniki	
		Ioannina – Kakavia (AL border)	Road
		Craiova – Vidin	
		Hamburg – Dresden – Praha – Pardubice	Inland waterways
	Missing link	Thessaloniki – Kavala	Rail
		Budapest Kelenföld – Ferencváros	
		Szolnok train station	

Core network corridor "Orient/East-Med"			
Alignment	Hamburg – Berlin Rostock – Berlin – Dresden Bremerhaven/Wilhelmshaven – Magdeburg – Dresden Dresden – Ústí nad Labem – Melnik/Praha – Lysá nad Labem/Poříčany – Kolin Kolin – Pardubice – Brno – Wien/Bratislava – Budapest – Arad – Timişoara – Craiova – Calafat – Vidin – Sofia **Sofia – RS border/FYROM border** Sofia – Plovdiv – Burgas/**TR border** […] TR border – Alexandropouli – 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 – **Timişoara**		
	Craiova – Calafat – Vidin – Sofia – Thessaloniki		
	Sofia – RS border/FYROM border		
	TR border – Alexandropouli		
	FYROM border – Thessaloniki		
	Ioannina – Kakavia (AL border)		Road
	Drobeta Turnu Severin/Craiova – Vidin – Montana		
	Sofia – RS border		
	Hamburg – Dresden – Praha – Pardubice		Inland waterways
Missing links	Igoumenitsa - Ioannina		Rail
	Praha – Brno		
	Thessaloniki – Kavala – Alexandropouli		
	Timişoara – 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 – Timişoara – Craiova – Calafat – Vidin – Sofia **Sofia – RS border/<u>North Macedonia</u> border** Sofia – Plovdiv – Burgas/**TR border** TR border – Alexandropouli – Kavala – Thessaloniki – Ioannina – Kakavia/Igoumenitsa **<u>North Macedonia</u>** 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 – **Timişoara**	
	Craiova – Calafat – Vidin – Sofia – Thessaloniki	
	Sofia – RS border/ <u>North Macedonia</u> border	
	TR border – Alexandropouli	
	<u>North Macedonia</u> border – Thessaloniki	
	Ioannina – Kakavia (AL border)	Road
	Drobeta Turnu Severin/Craiova – Vidin – Montana	
	Sofia – RS border	
	Hamburg – Dresden – Praha – Pardubice	Inland waterways
Missing links	Igoumenitsa - Ioannina	Rail
	Praha – Brno	
	Thessaloniki – Kavala – Alexandropouli	
	Timişoara – Craiova	

16.

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		
Pre-identified sections	Cross-border	Zevenaar – Emmerich – Oberhausen	Rail
		Karlsruhe – Basel	
		Milano/Novara – CH border	
		Basel – Antwerpen/Rotterdam – Amsterdam	Inland waterways
	Missing link	Genova – Tortona/Novi Ligure	Rail

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 Liège – Antwerpen – Gent – Zeebrugge		
Pre-identified sections	Cross-border	Zevenaar – Emmerich – Oberhausen	Rail
		Karlsruhe – Basel	
		Milano/Novara – CH border	
		Antwerpen - Duisburg	
		Basel – Antwerpen/Rotterdam – Amsterdam	Inland waterways
	Missing link	Genova – Tortona/Novi Ligure	Rail

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

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

17.

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		
Pre-identified sections	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"			
Alignment	***Paris*** – Strasbourg – Stuttgart – ***Augsburg*** – München – ***Salzburg*** – 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 – ***Focșani*** – ***Albita (MD border)*** / Constanta – Sulina		
Pre-identified sections	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	
		Arad - Brasov	***Rail***
		Brasov - Predeal	***Rail***
		București - Craiova	***Rail***

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
Missing link**s**	Stuttgart – Ulm		Rail
	Salzburg – Linz		
	[…] Craiova **– București**		
	[…]**Sighișoara – Predeal**		

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 – ***Moravita/***Brašov/Craiova – București – ***Giurgiu/***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 - RS border**	
	București – Giurgiu - Rousse	
	Danube (Kehlheim - Constanța/Midia/Sulina) and the related **Váh**, Sava and Tisza river basins	Inland Waterways
	Zlín – Žilina	Road
	Timișoara - RS border	Road
Missing link**s**	Stuttgart – Ulm	Rail
	Salzburg – Linz	
	Craiova – **București**	
	Arad - **Sighișoara – *Brasov* - Predeal**	

18.

Core network corridor "Scandinavian – Mediterranean"			
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 - 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		
Pre-identified sections	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	
		København – Hamburg: Fehmarn belt fixed link	Rail/Road

Core network corridor "Scandinavian – Mediterranean"			
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 - Hirtshals/Frederikshavn København – Kolding/Lübeck – Hamburg – Hannover Bremerhaven – Bremen – Hannover – Nürnberg Rostock – Berlin – ***Halle***/Leipzig – ***Erfurt/Weimar*** – München Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta Napoli – ***Cagliari*** /Gioia Tauro – Palermo/Augusta – Valletta – ***Marsaxlokk*** a		
Pre-identified sections	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	
		Trelleborg - Malmö - Göteborg - No border (cross-border, rail)	
		Göteborg-Oslo	
		Helsingborg-Helsingør	
		Copenhagen-Malmö	
		København – Hamburg: Fehmarn belt fixed link	Rail/Road

Core network corridor "Scandinavian – Mediterranean"		
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro**(Hallsberg)/Linköping** – Malmö Narvik/Oulu – Luleå – Umeå – Stockholm/**Örebro(Hallsberg)** 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/**Marsaxlokk** **Cagliari –** Napoli – Gioia Tauro – Palermo/Augusta – Valletta/**Marsaxlokk**	
Cross-border **links**	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	
	København – Hamburg: Fehmarn belt fixed link	Rail/Road

Core network corridor "Scandinavian – Mediterranean"		
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro(**Hallsberg)/Linköping** – Malmö Narvik/Oulu – Luleå – Umeå – Stockholm/**Örebro(Hallsberg)** Oslo – Goteburg – Malmö – Trelleborg Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn København – Kolding/Lübeck – Hamburg – Hannover Bremerhaven – Bremen – Hannover – Nürnberg Rostock – Berlin – Halle/**<u>Leipzig – Erfurt -</u>** München Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta/**Marsaxlokk** **Cagliari** – Napoli – Gioia Tauro – Palermo/Augusta – Valletta/**Marsaxlokk**	
Cross-border **links**	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	
	<u>Göteborg-Oslo</u>	
	København – Hamburg: Fehmarn belt fixed link	Rail/Road

19.	2. Pre-identified sections on the comprehensive network	2. Pre-identified sections on the comprehensive network	**2. Indicative list of cross-border links** […] on the comprehensive network	**2. Indicative list of <u>pre-identified</u> 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:	***The related elements located on the comprehensive network referred to at Article 9(2)(a)(i) and*** the cross-border ***links*** of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:	The cross-border sections of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:	The 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 Pau – Huesca – Rail Lyon – CH border – Rail Athus – Mont-Saint-Martin – Rail Antwerpen – Duisburg – Rail Mons - Valenciennes – Rail Gent – Terneuzen – Rail Heerlen – Aachen – Rail Groningen – Bremen – Rail Stuttgart – CH border – Rail Berlin – Rzepin/Horka – Wrocław – Rail Prague – Linz – Rail Villach – Ljubljana – Rail Pivka – Rijeka – Rail Plzeň – České Budějovice – Wien – Rail Wien - Gyor – Rail Graz - Gyor – Rail Neumarkt-Kalham - Mühldorf – Rail Amber Corridor PL-SK-HU – Rail Via Carpathia Corridor BY/UA border-PL-SK-HU-RO – Road Budapest – Osijek – Svilaj (BiH border) – Road Faro – Huelva – Rail Porto – Vigo – Rail Giurgiu – Varna/Bourgas – Rail Svilengrad – Pithio – Rail	Dublin – Strabane – Letterkenny – Road ***Derry – Sligo – Galway*** – ***Rail*** Pau – Huesca – Rail Lyon – CH border – Rail Athus – Mont-Saint-Martin – Rail […] – […] Mons - Valenciennes – Rail Gent – Terneuzen – Rail Heerlen – Aachen – Rail Groningen – Bremen – Rail Stuttgart – CH border – Rail Berlin – Rzepin/Horka – Wrocław – Rail Prague – Linz – Rail Villach – Ljubljana – Rail ***Ancona – Foggia*** – ***Rail/Road*** Pivka – Rijeka – Rail Plzeň – České Budějovice – Wien – Rail Wien - Gyor – Rail Graz – ***Celldömölk*** – Gyor – Rail Neumarkt-Kalham - Mühldorf – Rail Amber Corridor PL-SK-HU – Rail Via Carpathia Corridor BY/UA border-PL-SK-HU-RO – Road Budapest – Osijek – Svilaj (BiH border) – Road ***Timișoara – Moravița*** – ***Road*** Faro – Huelva – Rail Porto – Vigo – Rail ***București*** – Giurgiu – Varna/Bourgas – Rail Svilengrad – Pithio – Rail ***Siret – Suceava*** – ***Road*** ***Focșani – Albița*** – ***Road*** ***München – Salzburg – Laibach*** – ***Rail*** ***Gallarate/Sesto C. – Laveno/Luino*** – ***Rail***	Dublin – Strabane – Letterkenny – Road Pau – Huesca – Rail Lyon – CH border – Rail Athus – Mont-Saint-Martin – Rail **Breda – Venlo – Viersen – Duisburg** – **Rail** Antwerpen – Duisburg – Rail Mons - Valenciennes – Rail Gent – Terneuzen – Rail Heerlen – Aachen – Rail Groningen – Bremen – Rail Stuttgart – CH border – Rail **Gallarate/Sesto Calende – CH border** – **Rail** Berlin – Rzepin/Horka – Wrocław – Rail Prague – Linz – Rail Villach – Ljubljana – Rail Pivka – Rijeka – Rail Plzeň – České Budějovice – Wien – Rail Wien - Gyor – Rail Graz - **Celldömölk** – Győr – Rail Neumarkt-Kalham - Mühldorf – Rail Amber Corridor PL-SK-HU – Rail Via Carpathia Corridor BY/UA border-PL-SK-HU-RO – Road **Focșani – MD border** – **Road** Budapest – Osijek – Svilaj (BiH border) – Road Faro – Huelva – Rail Porto – Vigo – Rail Giurgiu – Varna/Bourgas – Rail Svilengrad – Pithio – Rail	Dublin/Letterkenny – **<u>UK border</u>** – Road Pau – Huesca – Rail Lyon – CH border – Rail Athus – Mont-Saint-Martin – Rail **Breda – Venlo – Viersen – Duisburg** – **Rail** Antwerpen – Duisburg – Rail Mons - Valenciennes – Rail Gent – Terneuzen – Rail Heerlen – Aachen – Rail Groningen – Bremen – Rail Stuttgart – CH border – Rail **Gallarate/Sesto Calende – CH border** – **Rail** Berlin – Rzepin/Horka – Wrocław – Rail Prague – Linz – Rail Villach – Ljubljana – Rail Pivka – Rijeka – Rail Plzeň – České Budějovice – Wien – Rail Wien - Győr – Rail Graz - **Celldömölk** – Győr – Rail Neumarkt-Kallham - Mühldorf – Rail Amber Corridor PL-SK-HU – Rail Via Carpathia Corridor BY/UA border-PL-SK-HU-RO – Road **Focșani – MD border** – **Road** Budapest – Osijek – Svilaj (BiH border) – Road Faro – Huelva – Rail Porto – Vigo – Rail Giurgiu – Varna **<u>[ ]</u>** – Rail Svilengrad – Pithio – Rail
21a.				**<u>3. Components of the comprehensive network located in Member States which do not have a land border with another Member State.</u>**

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**	**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	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.**	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	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:	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:
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)];**	(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 […];	(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 or renewable energy project*** implemented by one of the participating Member States alone;
29.	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]	*COM*
30.	3. Cost-benefit analysis	3. Cost-benefit analysis	3. Cost-benefit analysis	3. Cost-benefit analysis
31.	The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:	The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:	The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:	*COM*
32.	(a) costs of electricity generation;	(a) costs of electricity generation;	(a) costs of electricity generation;	*COM*
33.	(b) system integration costs;	(b) system integration costs;	(b) system integration costs;	*COM*
34.	(c) cost of support;	(c) cost of support;	(c) cost of support;	*COM*
35.	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	(d) greenhouse gas emissions;	*COM*
36.	(e) security of supply;	(e) security of supply;	(e) security of supply;	*COM*
37.	(f) air and other local pollution;	(f) air and other local pollution ***or effects on local nature and the environment***;	(f) **reduction of** air and other local pollution;	(f) air and other local pollution**, such as** ***effects on local nature and the environment;***
38.	(g) innovation.	(g) innovation.	(g) innovation.	*COM*

39.	4. Process	4. Process	4. Process	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 ***in the field of renewable energy*** between Member States and/or between Member States and third countries as set out in Articles 9 ***or 11*** of ***Directive (EU) 2018/... of the European Parliament and of the Council***[1]***+*** **.** and seeking to obtain the status of cross-border projects in the field of renewable energy, shall submit an application for selection as a cross-border projects in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.	Promoters of a project, including Member States, potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9, or 11 of Directive 2009/28/EC and seeking to obtain the status of cross-border projects in the field of renewable energy, shall submit an application for selection as a cross-border projects in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.	(1) Promoters of a project, including Member States, potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement between **at least two** Member States and/or between **at least one** Member State and **a** third **country or** countries as set out […] **in Articles 8, 9, 11 and 13 of** Directive **(EU) 2018/2001** and seeking to obtain the status of cross-border projects in the field of renewable energy, shall submit an application for selection as a cross-border projects in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.
41.	The Commission shall ensure that promoters are given the opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.	The Commission shall ensure that promoters are given the opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.	The Commission shall ensure that promoters are given the opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.	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.
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.**	**(3) […] The Commission shall set up and chair a group for cross-border-projects in the field of renewables, composed of one representative of each Member State and one from the Commission. The group shall adopt its own rules of procedure.** **(4) At least once a year, the Commission shall organise the process for selection as cross-border projects and, following evaluation, and submit to the group mentioned in paragraph 3 a list of eligible projects in the field of renewable energy that comply with the criteria set out in Article 7 and paragraph 5 to the group.** **(5) The group referred to in paragraph 3** shall be given [ ] **relevant** information, **unless commercially sensitive,** on the eligible projects **included in the list submitted by the Commission regarding the following criteria [ ]:** - a confirmation of the compliance with the eligibility and selection criteria for all projects; - information on the cooperation mechanism that a

+ 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).

				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 [ ] <u>may</u> 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.				**(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 ***and 5G or other state-of-art mobile*** connectivity to socio-economic drivers	1. Gigabit connectivity to socio-economic drivers	1. Gigabit connectivity ***including 5G and other state-of-the-art*** to socio-economic drivers
51.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance 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 ***facilitate the use of inter alia high-speed computing, cloud applications and big data,*** 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 ***facilitate the use of inter alia high-speed computing, cloud applications and big data,*** 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.		- ***5G or very-high capacity wireless broadband connectivity for education and research centres, hospitals and medical centres in the context of the efforts to bring uninterrupted 5G wireless broadband coverage to all urban centres by 2025.***		***- uninterrupted 5G wireless broadband coverage to all urban areas by 2025***
56.	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities	2. Wireless connectivity in local communities
57.	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:	Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:

58.	- are implemented by a public sector body as referred to 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 ***equal*** 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 ***available in multiple languages*** 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 ***including 5G and other state-of-the-art*** connectivity.
68.	3. Indicative list of 5G corridors eligible for funding	3. Indicative list of 5G corridors ***and cross-border connections*** eligible for funding	3. Indicative list of 5G corridors eligible for funding	3. Indicative list of 5G corridors ***and cross-border backbone connections*** eligible for funding

69.	In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025[4], actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM[5] experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors[6]. --- [4] Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587 [5] Connected and Automated Mobility [6] Sections in italics are located outside of the TEN-T core network corridors but included in the 5G 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 2025[4], actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM[5] experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors[6]. --- [4] Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587 [5] Connected and Automated Mobility [6] Sections in italics are located outside of the TEN-T core network corridors but included in the 5G 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 2025[4], actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM[5] experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors[…]. --- [4] Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587 [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 2025[4], actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM[5] experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors. ***Furthermore, actions supporting deployment of backbone networks, including with submarine cables across Member States and between the Union and thrid countries or connecting European islands, pursuant to Article 9(4)(d), are also supported in order to provide necessary redundancy for such vital infrastructure, and to increase the capacity and resilience of the Union's digital networks.***
70.	**Core network corridor "Atlantic"** Cross-border sections for CAM experimentation: Porto-Vigo and Merida-Evora More extensive section for larger scale deployment of CAM: Metz – Paris - Bordeaux – Bilbao – Vigo – Porto – Lisbon -Bilbao – Madrid – Lisbon	**Core network corridor "Atlantic"** Cross-border sections for CAM experimentation: Porto-Vigo and Merida-Evora; ***Azores/Madeira Islands - Lisbon - Paris - Amsterdam - Frankfurt***; ***Aveiro - Salamanca*** More extensive section for larger scale deployment of CAM: Metz – Paris - Bordeaux – Bilbao – Vigo – Porto – Lisbon -Bilbao – Madrid – Lisbon	**Core network corridor "Atlantic"** Cross-border sections for CAM experimentation: Porto-Vigo and Merida-Evora **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; ***Paris - Amsterdam - Frankfurt***; **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** ***Deployment of backbone networks, including with submarine cables***: ***Azores/Madeira Islands - Lisbon***
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 / *Split*	**Core network corridor "Mediterranean"** Cross-border sections for CAM experimentation: ***Submarine cable networks Lisbon – Marseille – Milan*** More extensive section for larger scale deployment of CAM: Budapest – Zagreb – Ljubljana / Rijeka / *Split*	**Core network corridor "Mediterranean"** Cross-border sections for CAM experimentation: - More extensive section for larger scale deployment of CAM: Budapest – Zagreb – Ljubljana / Rijeka / *Split* **- Dubrovnik** **More extensive section for larger scale deployment of CAM: Ljubljana-Zagreb – Slavonski Brod – Bajakovo (transition towards Serbia) with an extension Slavonski Brod towards Osijek (via Đakovo)** ***Deployment of backbone networks, including with submarine cables: Submarine cable networks Lisbon – Marseille – Milan***	**Core network corridor "Mediterranean"** Cross-border sections for CAM experimentation: More extensive section for larger scale deployment of CAM: Budapest – Zagreb – Ljubljana - Rijeka - *Split* **- 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: Baltic corridor (to be defined) More extensive section for larger scale deployment of CAM: Tallinn – Kaunas	**Core network corridor "North Sea – Baltic"** Cross-border sections for CAM experimentation: Baltic corridor (to be defined) More extensive section for larger scale deployment of CAM: Tallinn – Kaunas	**Core network corridor "North Sea – Baltic"** Cross-border sections for CAM experimentation: […] **Warsaw – Kaunas – Vilnius/Klaipėda** More extensive section for larger scale deployment of CAM: Tallinn – **Riga** – Kaunas – **LT/PL border – Warsaw** **BY/LT border – Vilnius – Kaunas – Klaipėda**	**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 – Bialystok – Lublin – Rzeszów - Barwinek - Košice**
74.	**Core network corridor "North Sea – Mediterranean"** Cross-border sections for CAM experimentation: Metz-Merzig-Luxembourg Rotterdam-*Antwerp-Eindhoven* More extensive section for larger scale deployment of CAM: Amsterdam - Rotterdam – Breda – Lille – Paris Brussels – Metz – Basel Mulhouse – Lyon – Marseille	**Core network corridor "North Sea – Mediterranean"** Cross-border sections for CAM experimentation: Metz-Merzig-Luxembourg Rotterdam-*Antwerp-Eindhoven* More extensive section for larger scale deployment of CAM: Amsterdam - Rotterdam – Breda – Lille – Paris Brussels – Metz – Basel Mulhouse – Lyon – Marseille	**Core network corridor "North Sea – Mediterranean"** Cross-border sections for CAM experimentation: Metz-Merzig-Luxembourg Rotterdam-*Antwerp-Eindhoven* More extensive section for larger scale deployment of CAM: Amsterdam - Rotterdam – Breda – Lille – Paris Brussels – Metz – Basel Mulhouse – Lyon – Marseille	**Core network corridor "North Sea – Mediterranean"** Cross-border sections for CAM experimentation: Metz-Merzig-Luxembourg; Rotterdam-*Antwerp-Eindhoven* 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		
			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 **– Košice** Timisoara – Sofia – TR border -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		
			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
77.	**Core network corridor "Rhine – Danube"**			
	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 "Rhine – Danube"	
			Cross-border sections for CAM experimentation	***Munchen - Salzburg***
			More extensive section for larger scale deployment of CAM	Frankfurt (M) – Passau – Vienna – Budapest – Bucharest – ***Iasi/***Constanta Karlsruhe – München – Salzburg – Wels Frankfurt (M) – Strasbourg
	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 Karlsruhe – München – Salzburg – Wels Frankfurt (M) – Strasbourg		
			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 – ***Iasi*** Karlsruhe – München – Salzburg – Wels Frankfurt (M) – Strasbourg

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