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REPORT

From:	General Secretariat of the Council
To:	Delegations
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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

		COM(201	ON PROPOSAL 8) 438 FINAL		EP AMENDMENTS REPORT A8-0409/2018			ARTIAL GENI ST 1	UNCIL ERAL APPROACH 5146/18		SUGGE	MPROMISES AND STIONS
1.	The Progra of a set of i which the g Programme minimising end, data w of key indice	ndicators intengeneral and spee have been ach administrative vill be collected cators:	ded to measure the extent to cific objectives of the nieved and with a view to burdens and costs. To that I as regards the following set	The Program set of indicat general and sachieved and burdens and regards the form	ors intended to me specific objectives I with a view to m costs. To that end ollowing set of ke		The Program of indicators general and achieved an burdens and regards the	s intended to meas specific objectives d with a view to m costs. To that end following set of ke		The Program set of indicate general and achieved and burdens and regards the f	tors intended to m specific objectives d with a view to m costs. To that end following set of ke	
2.	Sectors	Specific Objectives	Indicators	Sectors	Specific Objectives	Indicators	Sectors	Specific Objectives	Indicators	Sectors	Specific Objectives	Indicators
	Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing allinks addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network) Number of CEF supported actions contributing to the digitalisation of transport Number of CEF Number of CEF supported with the support of CEF Number of CEF supported actions contributing to the safety of transport Number of transport infrastructure components adapted to meet military mobility requirements	Transport:	Efficient and interconnected networks and infrastructure for smart, interoperable, sustainable, multimodal, inclusive, safe and secure mobility Adaptation to dual mobility (civil and defence) requirements	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, regional cross-border rail connections, maritime ports, inland ports, airports, and rail-road terminals of the TEN-T core and comprehensive network) Number of CEF supported actions contributing to the digitalisation of transport (ERTMS, SESAR) Number of alternative fuel supply points built or upgraded with the support of CEF Number of CEF supported actions contributing to the safety of transport Number of CEF actions contributing to transport accessibility for persons with disabilities Number of CEF supported actions contributing to reduce rail freight noise Number of transport infrastructure components adapted to meet dual mobility (civil and defence) requirements	Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility Development of civiliar dualuse transport	Number of CEF supported actions contributing to the digitalisation of transport, in particular through the deployment of ERTMS, RIS, ITS, VTMIS/e-Maritime services and SESAR Number of alternative fuel supply points built or upgraded with the support of CEF Number of CEF supported actions contributing to the safety of transport Number of transport infrastructure components adapted to	Transport	Efficient, interconnected and mutlimodal networks and infrastructure for smart, interoperable, sustainable, inclusive, accessible, safe and secure mobility	infrastructure

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

5.	PART II: 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		RE-IDENTIFIED SECTIONS; PRE-IDENTIFIED CORE NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK COMPREHENSIVE NETWORK COMPREHENSIVE NETWORK			E-IDENTIFIED	CORRIDOR	RANSPORT CORE N S AND [] CROSS-I THE COMPREHENS	BORDER	CORRIDOR	RANSPORT CORE NE S AND CROSS-BORDE REHENSIVE NETWOR	R LINKS ON		
8.					-1a. Horizon SESAR devices		s TS, RIS, VTMISsma	rt technology						
9.	1. Core net	work corrido	rs and pre-identified se	ections	1. Core ne	twork corrido	ors and pre-identified	l sections		etwork corridors and [.			etwork corridors and indic cross-border links and	
10.	Core networ	k corridor ".	Atlantic"		Core networ	k corridor "	'Atlantic"		Core netwo	rk corridor "Atlantic	,"	Core networ	rk corridor "Atlantic"	
	Alignment	A Coruña - Zaragoza - Tenerife/G Barrameda Algeciras - Sines/Lisboa - A Aveiro - V Bilbao/Boi - Mannhei	ón – Valladolid - Vigo – Orense – León - Pamplona/Logroño – ran Canaria – Huelva/S - Sevilla – Córdoba - Bobadilla – Madrid oa – Madrid – Valladol veiro – Leixões/Porto 'alladolid – Vitoria-Gas deaux – Tours – Paris m/Strasbourg ire – Nantes – Tours	Bilbao Sanlúcar de id – Douro river steiz – Bergara –	Alignment	A Coruña - Zaragoza - Bordeaux - Tenerife/G Barrameda Algeciras - Madeira Is Madrid - V Lisboa - A river/Vigo	veiro – Leixões/Port	– Bilbao a/Sanlúcar de as/Lisboa – o – Douro	Alignment	Gijón – León – Valla A Coruña – Vigo – C León– Zaragoza – Pamplon Bilbao Tenerife/Gran Canar Huelva/Sanlúcar de Sevilla – Córdoba Algeciras – Bobadill Sines/Lisboa – Madr Valladolid Lisboa – Aveiro – Le	Orense – na/Logroño – ria – Barrameda – la – Madrid rid –	Alignment	Gijón – León – Vallado A Coruña – Vigo – Ore Zaragoza – Pamplona/I Bilbao Tenerife/Gran Canaria – Huelva/Sanlúcar de Bar Sevilla – Córdoba Algeciras – Bobadilla – Sines/Lisboa – Madrid Lisboa – Aveiro – Leix Douro river Shannon Foynes/Dublin	nse – León Logroño – - - - - Tameda – - Madrid – Valladolid ões/Porto –
	Pre- identified sections	Cross- border	Evora – Merida Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca Douro river (Via Navegável do	Rail Inland waterways		Bergara – I Tours – Pa Mannheim Shannon I Waterford Cherbourg Paris Dublin/Co	Bilbao/Bordeaux – L uris – Le Havre/Metz u/Strasbourg Foynes – Dublin – R e – Cork – Brest – Ro g – Caen – Le Havre urk – Brest – Roscoff Tours – Dijon	a Rochelle – – osslare – scoff – – Rouen –	Cross-	Douro river Shannon Foynes/Do Le Havre – Rouen – Aveiro – Valladolid Gasteiz – Bergara – Bilbao/Bordeaux – T Metz – Mannheim/S Saint Nazaire – Nant Evora – Merida	ublin/Cork – – Paris – Vitoria- Fours – Paris – dtrasbourg	Cross-	Havre – Rouen – Paris Aveiro – Valladolid – V – Bergara – Bilbao/Bor <u>Toulouse/</u> Tours – Paris Mannheim/Strasbourg <u>Shannon Foynes/Duble</u> Saint Nazaire – Nantes <u>Dijon</u> Evora – Merida	Vitoria-Gasteiz deaux – – Metz – in/Cork –
			Douro)		Pre- identified sections	Cross-border	Evora – Merida Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca Douro river (Via	Rail	border links	Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca Douro river (Via Navegável do		border links	Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux Aveiro – Salamanca Douro river (Via Navegável do Douro) Non-UIC gauge	Inland waterways Rail
						Missing link	Navegável do Douro) Paris (link Orly- Versailles and Orly-Ch. De Gaulle airport)	waterways Multimodal	Missing links	Douro) Non-UIC gauge interoperable lines on the Iberian Peninsula	Rail	links	interoperable lines on the Iberian Peninsula	Kali

//-		Baltic – Adriatic"	
Alignment	Gdynia – C	Gdańsk – Katowice/Sław	vków
		Warszawa – Katowice	
		- Ostrava – Brno – Wiei	
	Szczecin/Ś	Wrocław –	
	Ostrava	•	
		- Žilina – Bratislava – V	-
		az– Villach – Udine – T	
		enezia – Padova – Bolog	gna –
	Ravenna –		
		ribor –Ljubljana – Kope	
Pre-	Cross-	Katowice – Ostrava	Rail
identified	border	Katowice – Žilina	
sections		Opole – Ostrava	
		Bratislava – Wien	
		Graz – Maribor	
		Trieste – Divaca	
		Katowice – Žilina	Road
		Brno – Wien	
	Missing	Gloggnitz –	Rail
	link	Mürzzuschlag:	Tun
	11111	Semmering Base	
		tunnel	
		Graz – Klagenfurt:	
		Koralm railway line	
		and tunnel	
		Koper – Divača	

Alignment	Gdynia (Gdańsk – Katowice/Sła	wków					
Angilillent		Warszawa – Katowice/Sia						
	Katowice – Ostrava – Brno – Wien							
		Swinoujście – Poznań -	-					
	Wrocław -							
		– Žilina – Bratislava –	Wien					
	1	az– Villach – Udine –						
		enezia – Padova – Bol						
		- Ancona- Foggia	5					
		ribor –Ljubljana –						
	Koper/Trie	2 2						
Pre-	Cross-	Katowice –	Rail					
identified	border	Ostrava						
sections		Katowice – Žilina						
		Opole – Ostrava						
		Bratislava – Wien						
		Graz – Maribor						
		Trieste – Divaca	ļ.,					
		Katowice – Žilina	Road					
		Brno – Wien						
	Missing	Gloggnitz –	Rail					
	link	Mürzzuschlag:	IXaii					
	IIIIK	Semmering Base						
		tunnel						
		Graz – Klagenfurt:						
		Koralm railway						
		line and tunnel						
		Koper – Divača						

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

Alignment	Gdynia – Gdańsk – Katowice/Sławków					
- Ingilia	Gdańsk – Warszawa –	vi ce /Blawilow				
	Katowice/ Kraków					
	Katowice – Ostrava – Brn	o – Wien				
	Szczecin/Świnoujście – P					
	Wrocław – Ostrava					
	Katowice – Bielsko-Biała	ı – Žilina –				
	Bratislava – Wien					
	Wien – Graz– Villach – U	Jdine – Trieste				
	Udine – Venezia – Padova	a – Bologna –				
	Ravenna – Ancona					
	Graz – Maribor –Ljubljana –					
	Koper/Trieste					
Cross-	Katowice/Opole –	Rail				
border	Ostrava – Brno					
links	Katowice – Žilina					
	Bratislava – Wien					
	Graz – Maribor					
	Venezia – Trieste –					
	Divaca – Ljubljana	Road				
	Katowice – Žilina Brno – Wien	Road				
	Dillo – Wieli					
Missing	Gloggnitz –	Rail				
links	Mürzzuschlag:					
	Semmering Base tunnel					
	Graz – Klagenfurt:					
	Koralm railway line and					
	tunnel					
	Koper – Divača					

Alignment	Algeciras	– Bobadilla –Madri	d –
		Tarragona	
		Bobadilla – Murcia	_
	_	a – Murcia – Valenc	
	_	a/Palma de Mallorca	
	_	a – Barcelona – Perp	•
		- Genova/Lyon - T	
		Milano – Bologna/V	/erona –
		Venezia –	.1
		Trieste/Koper – Lju	oijana –
	Budapest		Dudomost
	UA borde	/Rijeka – Zagreb – I	Sudapest –
Pre-	Cross-	Lyon – Torino:	Rail
identified	border	base tunnel and	Kan
sections	bolder	access routes	
sections		Nice –	-
		Ventimiglia	
		Trieste – Divača	1
		Titosic Bivaca	
		Ljubljana –]
		Zagreb	
		Zagreb –]
		Budapest	
		Budapest –	
		Miskolc – UA	
		border	
		Lendava –	Road
		Letenye	
		Vásárosnamény	
		– UA border	
	Missing	Perpignan –	Rail
	link	Montpellier	-
		Koper – Divača	
		Rijeka – Zagreb	-
		Milano –	Inland
		Cremona –	Waterways
		Mantova – Porto	
		Levante/Venezia	
		- Ravenna/Trieste	
		Kaveilla/Tileste	<u> </u>

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Alignment		as – Bobadilla –Madrid – Zaragoza							
	- Tarragona								
	Zaragoza – Teruel – Valencia/Sagunto Sagunto – Valencia – Madrid								
	1	Sevilla – Bobadilla – Murcia							
		a – Murcia – Valencia							
		a/Palma de Mallorca –							
		a – Barcelona – Perpig e – Genova/Lyon <i>–La S</i>							
	1	Novara – Milano –	резіи —						
	1	Verona – Padova – Ve	nezia _						
		/Trieste/Koper – Ljublj							
	Budapest	1 0 0	una						
	1 1	e – Narbonne							
	1	a/Rijeka – Zagreb – Bu	danest – UA						
	border	Jana Zugiao Du							
Pre-	Cross-	Lyon – Torino:	Rail						
identified	border	base tunnel and							
sections		access routes							
		Barcelona –							
		Perpignan							
		Nice – Ventimiglia							
		Trieste – Divača							
		Ljubljana – Zagreb							
		Zagreb – Budapest							
		Budapest – Miskolc – UA border							
		Lendava – Letenye	Road						
		Vásárosnamény –							
		UA border							
	Missing	Perpignan –	Rail						
	link	Montpellier							
		Madrid – Zaragoza							
		– Barcelona							
		Koper – Divača							
		Rijeka – Zagreb							
		Milano – Cremona	Inland						
		– Mantova –	Waterways						
		<i>Ferrara</i> – Porto							
		Levante/Venezia –							
		Trieste/ Ravenna -							
	I	Porto Garibaldi							

Corc network	k corridor "Mediterranean"						
Alignment	Algeciras – Bobadilla –Madrid – Zaragoza –						
	Tarragona						
	Madrid – Valencia – Sagun	to – Teruel –					
	Zaragoza						
	Sevilla – Bobadilla – Murcia						
	Cartagena – Murcia – Valenc	eia –					
	Tarragona/Palma de Mallorca						
	Tarragona – Barcelona – Perj						
	Marseille – Genova/Lyon – I						
	Spezia /Torino – Novara – M						
	Bologna/Verona – Padova –						
	Ravenna/Trieste/Koper – Lju	bljana –					
	Budapest	D 1 . IIA					
	Ljubljana/Rijeka – Zagreb – I border	Budapest – UA					
Cross- border links	Barcelona – Perpignan	Rail					
	Lyon – Torino: base tunnel						
	and access routes						
	Nice – Ventimiglia						
	Venezia – Trieste – Divača	=					
	- Ljubljana						
	Ljubljana – Zagreb						
	Zagreb – Budapest	1					
	Budapest – Miskolc – UA]					
	border						
	Lendava – Letenye	Road					
	Vásárosnamény – UA	1					
	border						
Missing link	Almería – Murcia	Rail					
	Non-UIC gauge	†					
	interoperable lines on the						
	Iberian Peninsula						
	Perpignan – Montpellier	-					
	Koper – Divača	-					
	Rijeka – Zagreb	-					
	Milano – Cremona –	Inland					
	Mantova – Porto	Waterways					
	Levante/Venezia –						
	Ravenna/Trieste						

Core networ	Core network corridor "Mediterranean"				
Alignment	Algeciras – Bobadilla –Ma Zaragoza – Tarragona				
	Madrid – Valencia – Sagunto – Teruel – Zaragoza Sevilla – Bobadilla – Murcia Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca –				
	Barcelona	Tou			
	Tarragona – Barcelona – P	erpignan –			
	<i>Narbonne - Toulouse/</i> Mar				
	Genova/Lyon – La Spezia				
	Novara – Milano – Bologn Padova – Venezia –	ia/Verona –			
	Ravenna/Trieste/Koper – I	iuhliana _			
	Budapest Budapest	Zjuorjana			
	Ljubljana/Rijeka – Zagreb	– Budapest –			
	UA border				
Cross-	Barcelona – Perpignan	Rail			
border links	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 –	Inland			
	Mantova – Porto Levante/Venezia –	Waterways			
	Ravenna/Trieste				
	Tim Cillia Tricoto				

Alignment	Luleå – F	Helsinki – Tallinn – Riga	
g	Ventspils		
	Riga – K	•	
		– Kaunas – Vilnius	
	Kaunas –	- Warszawa	
	BY borde	er – Warszawa – Łódź –	Poznań –
	Frankfurt	t/Oder – Berlin – Hambu	rg – Kiel
		latowice/Wrocław	
		e – Wrocław – Falkenber	g –
	Magdebu		
		/Świnoujście – Berlin – M	Magdeburg -
		weig – Hannover	
		r – Bremen –	
		aven/Wilhelmshaven	Almada
		r – Osnabrück – Hengelo – Utrecht	– Aillielo –
		- Ottecht - Amsterdam	
		- Rotterdam – Antwerper	1
		r – Köln – Antwerpen	•
Pre-	Cross-	Tallinn – Rīga –	Rail
identified	border	Kaunas – Warszawa:	
sections		Rail Baltic new UIC	
		gauge fully	
		interoperable line	
		Świnoujście/Szczecin	Rail/Inland
		– Berlin	Waterway
		Via Baltica Corridor	Road
		EE-LV-LT-PL	
	Missing	Kaunas – Vilnius	Rail
	link	W/I-Ii	<u> </u>
		Warszawa/Idzikowice	
		 Poznań/Wrocław, incl. connections to 	
		the planned Central	
		Transport Hub	
		Kiel Kanal	Inland
		12101 1201101	waterways
		Berlin – Magdeburg –	
		Hannover;	
		Mittellandkanal;	
		western German	
		canals	
		Rhine, Waal	
		Noordzeekanaal,	-
		IJssel, Twentekanaal	
		133501, I Welltekallaal	

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

Alignment	Luleå – Helsinki – Tall	inn – Riga			
8	Ventspils – Riga				
	Riga – Kaunas				
	Klaipeda – Kaunas – V	ilnius			
	Kaunas – Warszawa				
	BY border – Warszawa	ı – Łódź/Poznań –			
	Frankfurt/Oder – Berlin – Hamburg – Kie Łódź – Katowice/Wrocław				
	UA border – Rzeszów	- Katowice -			
	Wrocław – Falkenberg	Magdeburg			
	Szczecin/Świnoujście -	- Berlin –			
	Magdeburg – Braunsch	weig – Hannover			
	Hannover – Bremen –				
	Bremerhaven/Wilhelms				
	Hannover – Osnabrück	- Hengelo - Alme			
	– Deventer – Utrecht				
	Utrecht – Amsterdam				
	Utrecht – Rotterdam –				
-	Hannover – Köln – Ant				
Cross-	Tallinn – Rīga –	Rail			
border	Kaunas – Warszawa:				
links	Rail Baltic new UIC				
	gauge fully				
	interoperable line	Rail/Inland			
	Świnoujście/Szczecin – Berlin				
	Via Baltica Corridor	Waterways Road			
	EE-LV-LT-PL	Koau			
Missing	Kaunas – Vilnius	Rail			
link	Kaunas – viinius	Kan			
IIIIK	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,	1			
	IJssel, Twentekanaal				
	1000ci, i wentekanaar	I			

Alignment	Luleå – Helsinki – Tallinn – Riga		
Ü	Ventspils – Riga		
	Riga – Kaunas		
	Klaipeda – Kaunas – V	ilnius	
	Kaunas – Warszawa		
	BY border – Warszawa	ı –	
	Łódź/Poznań – Frankfu	ırt/Oder –	
	Berlin – Hamburg – Ki		
	Łódź – Katowice/Wroc		
	UA border – Rzeszów		
	– Wrocław – Falkenber	·g –	
	Magdeburg		
	Szczecin/Świnoujście -		
	Magdeburg – Braunsch	weig –	
	Hannover		
	Hannover – Bremen –	1	
	Bremerhaven/Wilhelms		
	Hannover – Osnabrück		
	Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam Utrecht – Rotterdam – Antwerpen		
	Hannover/ <i>Osnabrück</i> -	•	
	Antwerpen	- Kom –	
Cross-	Tallinn – Rīga –	Rail	
border	Kaunas – Warszawa:	Kan	
links	Rail Baltic new UIC		
IIIKS	gauge fully		
	interoperable line		
	Świnoujście/Szczecin	Rail/Inland	
	– Berlin	Waterways	
	Via Baltica Corridor	Road	
	EE-LV-LT-PL		
Missing	Kaunas – Vilnius:	Rail	
links	part of Rail Baltic		
	new UIC gauge fully		
	interoperable line		
	Warszawa/Idzikowice		
	– Poznań/Wrocław,		
	incl. connections to		
	the planned Central		
	Transport Hub		
	Kiel Kanal	Inland	
	Berlin – Magdeburg –	waterways	
	Hannover;		
	Mittellandkanal;		
	western German		
	canals		
	Rhine, Waal		
	Noordzeekanaal,		
	1 TOOLGEOCKGIIGGI,		

Alignment	Belfast –	Dublin - Shannon Foy	nes/Cork
	Glasgow/	Edinburgh – Liverpool	/Mancheste
	- Birming	gham	
	Birmingh	iam –	
		ve/London/Southampton	
		- Lille – Brussel/Bruxel	
		nm – Rotterdam – Antw	•
	1	Bruxelles – Luxembourg	_
		ourg – Metz – Dijon – N	∕Iacon –
	Lyon – M		
		ourg – Metz – Strasbour	g – Basel
		en/Zeebrugge – Gent –	
	_	ue/Lille – Paris	- ·
Pre-	Cross-	Brussel/Bruxelles –	Rail
identified	border	Luxembourg –	
sections		Strasbourg	
		Terneuzen – Gent	Inland
		Seine – Escaut	waterways
		Network and the	
		related Seine,	
		Escaut and Meuse	
		river basins	
		Rhine-Scheldt	
		corridor	
	Missing	Albertkanaal/Canal	Inland
	link	Bocholt-Herentals	waterways
	11111	Dunkerque – Lille	, , ator , ay
	1	Dankerque Line	

Alignment	[] Derry Foynes/Co	hannon			
	[]				
	[] Raila Áth	a Cliath/Dublin/Corca	igh/Cork		
	1	a Cuain/Dubun/Corca e/Antwerpen/Rotterdai	0		
	00	Cork – Calais – Dunke			
	1	e – Anvers – Rotterdan			
		Border– Lille – Brussel			
	1	Lille – cross-border ra			
		-Quiévrain-Valencieni	ies –		
	Brussel/B				
		Amsterdam – Rotterdam – Antwerp –			
	1	Brussel/Bruxelles – Luxembourg Luxembourg – Metz – Dijon – Macon – Lyon			
	- Marseille				
	Luxembou	g – Basel			
	Antwerpen/Zeebrugge – Gent –				
	Dunkerqu	e/Lille – Paris			
Pre-	Cross-	Brussel/Bruxelles –	Rail		
identified	border	Luxembourg –			
sections		Strasbourg	7 1 1		
		Terneuzen – Gent	Inland		
		Seine – Escaut	waterways		
		Network and the			
		related Seine,			
		Escaut and Meuse			
		river basins			
		Rhine-Scheldt			
		corridor			
	Missing	Albertkanaal/Canal	Inland		
	link	Bocholt-Herentals Dunkerque – Lille	waterways		

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

Mediterran Alignment	Belfast UK border – Dublin	_ Shannon		
Angilinent	Foynes/Cork	Silainion		
	Shannon Foynes/Dublin/Cor	k –		
	Le Havre/Calais/	K		
	Dunkerque/Zeebrugge/Terneuzen/Gent/			
	Antwerpen/Rotterdam/Amsterdam			
	Glasgow/Edinburgh Liverpool/			
	Manchester Birmingham			
	Birmingham Felixstowe/			
	London/Southampton			
	London UK border – Lille –			
	Brussel/Bruxelles			
	Amsterdam – Rotterdam – A	ntwerp –		
	Brussel/Bruxelles – Luxemb	ourg		
	Luxembourg – Metz – Dijon – Macon – Lyon – Marseille Luxembourg – Metz – Strasbourg – Basel Antwerpen/Zeebrugge – Gent –			
	Calais/Dunkerque/Lille – Pa	ris- Rouen		
	– Le Havre	D 11		
Cross-	Brussel/Bruxelles –	Rail		
border	Luxembourg – Strasbourg			
links	Terneuzen – Gent	Inland		
	Seine – Escaut Network	waterways		
	and the related Seine,			
	Escaut and Meuse river			
	basins			
	Rhine-Scheldt corridor			
	Killing-Scheldt Collidor			
Missing	Albertkanaal/ Canal Albert	Inland		
links	and Canal Bocholt-	waterways		
	Herentals			

		r "Orient/East-Me		Core
Alignment	Hamburg			Aligi
	Rostock -	– Berlin – Dresden		
		aven/Wilhelmshaver	1 —	
		ırg _, – Dresden		
		– Ústí nad Labem –		
		raha – Lysá nad		
		oříčany – Kolin		
		Pardubice – Brno –		
	1	atislava – Budapest -		
	-	a – Craiova – Calafa	t – Vidin –	
	Sofia			
		lovdiv – Burgas	,	
		- TR border – Alexa	•	
		Thessaloniki – Ioan	nına –	
		Igoumenitsa	, .	
	1	border – Thessaloni		
		hessaloniki – Athina		
		konio – Heraklion –	Lemesos	P
) – Lefkosia		Pre-
D		Patras/Igoumenitsa	Dail	iden
Pre-	Cross-	Dresden – Praha	Rail	secti
identified	border	Wien/Bratislava		
sections		- Budapest		
		Békéscsaba –		
		Arad		
		Calafat – Vidin –		
		Sofia –		
		Thessaloniki		
		TR border –		
		Alexandropouli		
		FYROM border		
		- Thessaloniki		
		Ioannina –	Road	
	I		Noau	
		L Kakavia (AL		
		Kakavia (AL border)		
		border)	Inland	
		border) Hamburg –	Inland waterways	
		border) Hamburg – Dresden – Praha	Inland waterways	
	Missino	border) Hamburg – Dresden – Praha – Pardubice	waterways	
	Missing link	border) Hamburg – Dresden – Praha – Pardubice Thessaloniki –		
	Missing link	border) Hamburg – Dresden – Praha – Pardubice	waterways	
		border) Hamburg – Dresden – Praha – Pardubice Thessaloniki –	waterways	
		border) Hamburg – Dresden – Praha – Pardubice Thessaloniki –	waterways	
		border) Hamburg – Dresden – Praha – Pardubice Thessaloniki –	waterways	
		border) Hamburg – Dresden – Praha – Pardubice Thessaloniki –	waterways	
		border) Hamburg – Dresden – Praha – Pardubice Thessaloniki –	waterways	

Alignment	Hamburg	– Berlin	
8		- Berlin – Dresden	
	Bremerha	ven/Wilhelmshaven – N	Magdeburg -
	Dresden		
	Dresden -	- Ústí nad Labem – Mel	lnik/Praha –
		Labem/Poříčany – Koli	
		ardubice – Brno – Wier	
		Arad – Timişoara – C	Craiova –
	1	Vidin – Sofia	
		lovdiv – Burgas	
		TR border – Alexandro	
	1	Thessaloniki – Ioannina	ı —
		goumenitsa	
	1	border – Thessaloniki	
		hessaloniki – Athina –	
		konio – Heraklion – Ler	nesos
	` ′) – Lefkosia Patras/Igoumenitsa	
Pre-	Cross-	Dresden – Praha	Rail
identified	border	Wien/Bratislava –	Kall
sections	border	Budapest	
sections		Békéscsaba – Arad	-
		Dekesesaou 7 maa	
		Calafat – Vidin –	1
		Sofia –	
		Thessaloniki	
		TR border –	1
		Alexandropouli	
		FYROM border –	1
		Thessaloniki	
		Ioannina – Kakavia	Road
		(AL border)	
		Craiova – Vidin	
		Hamburg –	Inland
		Dresden – Praha –	waterways
		Pardubice	
	Missing	Thessaloniki –	Rail
	link	Kavala	
		Budapest	1
		Kelenföld –	
		Ferencváros	
		Szolnok train	
		station	

Core networ	k corridor "Orient/East-Med"			
Alignment	Hamburg – Berlin Rostock – Berlin – Dresden Bremerhaven/Wilhelmshaven – Magdeburg – Dresden Dresden – Ústí nad Labem – M	Ielnik/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 – L (Vasiliko) – Lefkosia/ Larnaka Athina – Patras/Igoumenitsa	emesos		
Cross- border links	Dresden – Praha/Kolín Wien/Bratislava – Budapest Békéscsaba – Arad – Timişoara Craiova – Calafat – Vidin – Sofia – Thessaloniki Sofia – RS border/FYROM border TR border – Alexandropouli FYROM border –	Rail		
	Thessaloniki Ioannina – Kakavia (AL border) Drobeta Turnu Severin/Craiova – Vidin – Montana	Road		
	Sofia – RS border			
Minda	Hamburg – Dresden – Praha – Pardubice	Inland waterways		
Missing links	Igoumenitsa - Ioannina Praha – Brno	Rail		
	Thessaloniki – Kavala – Alexandropouli Timişoara – Craiova			

Alignment	Hamburg – Berlin			
8	Rostock – Berlin – Dresden			
	Bremerhaven/Wilhelmshaven	_		
	Magdeburg – Dresden			
	Dresden – Ústí nad Labem –			
	Melnik/Praha – Lysá nad Labe	m/Poříčany		
	– Kolin			
	Kolin – Pardubice – Brno –			
	Wien/Bratislava – Budapest –	Arad –		
	Timișoara – Craiova – Calafat	– Vidin –		
	Sofia			
	Sofia – RS border/North Ma	<u>cedonia</u>		
	border			
	Sofia – Plovdiv – Burgas/ TR I			
	TR border – Alexandropouli –	Kavala –		
	Thessaloniki – Ioannina –			
	Kakavia/Igoumenitsa			
	North Macedonia border – Th			
	Sofia – Thessaloniki – Athina			
	Piraeus/Ikonio – Heraklion – I			
	(Vasiliko) – Lefkosia/Larnaka			
	Athina – Patras/Igoumenitsa	D 11		
Cross-	Dresden – Praha/Kolín	Rail		
border	Wien/Bratislava – Budapest			
links	Békéscsaba – Arad –			
	Timişoara C. 1. C. 4. W. 1.			
	Craiova – Calafat – Vidin –			
	Sofia – Thessaloniki			
	Sofia – RS border/North			
	Macedonia border			
	TR border – Alexandropouli			
	North Macedonia border –	-		
	Thessaloniki			
	Ioannina – Kakavia (AL	Road		
	border)	rtoud		
	Drobeta Turnu	-		
	Severin/Craiova – Vidin –			
	Montana			
	Sofia – RS border			
	Hamburg Dundan Du 1	Inland		
	Hamburg – Dresden – Praha – Pardubice			
Missina	Igoumenitsa - Ioannina	waterways Rail		
Missing links		Kall		
IIIKS	Praha – Brno			
	Thessaloniki – Kavala –			
	Alexandropouli			
	Timişoara – Craiova			

	r	or " Rhine – Alpine"	
Alignment	Genova -	- Milano – Lugano – Bas	el
	Genova -	- Novara – Brig – Bern –	Basel -
	Karlsruh	e – Mannheim – Mainz –	Koblenz –
	Köln		
	Köln – D	üsseldorf – Duisburg –	
	Nijmeger	n/Arnhem – Utrecht – An	nsterdam
	Nijmeger	n – Rotterdam – Vlissinge	en
		iège – Bruxelles/Brussel	
		Antwerpen – Gent – Zeeb	
Pre-	Cross-	Zevenaar – Emmerich	Rail
identified	border	– Oberhausen	
sections		Karlsruhe – Basel	
		Milano/Novara – CH	
		border	
		Basel –	Inland
		Antwerpen/Rotterdam	waterways
		- Amsterdam	
	Missing	Genova –	Rail
	link	Tortona/Novi Ligure	

Core netwo	rk corrido	r " Rhine – Alpine"	
Alignment	Genova – reestablis Freiburg Haguena	Milano – Lugano – Base Novara – Brig – Bern – I Ihment cross-border rail (Breisgau)-Colmar – Ra u cross-border connectio e – Mannheim – Mainz – I	Basel - bridge statt- on –
		Verona - Trento - Bozen k - München, including t	
	Nijmegen Nijmegen Köln – Li	üsseldorf – Duisburg – n/Arnhem – Utrecht – Am n – Rotterdam – Vlissinge ège – Bruxelles/Brussel – antwerpen – Gent – Zeebr	n - Gent
Pre- identified sections	Cross- border	Zevenaar – Emmerich – Oberhausen Karlsruhe – Basel Milano/Novara – CH border Antwerpen -	Rail
		Duisburg Basel – Antwerpen/Rotterdam – Amsterdam	Inland waterways
	Missing link	Genova – Tortona/Novi Ligure	Rail

Alignment	Genova – Milano – Lugano – Basel		
8	Genova – Novara – Brig –		
	– Karlsruhe – Mannheim –	Mainz –	
	Koblenz – Köln		
	Köln – Düsseldorf – Duisb	urg –	
	Nijmegen/Arnhem – Utrech	ht –	
	Amsterdam		
	Nijmegen – Rotterdam – V	lissingen	
	Köln – Liège – Bruxelles/Brussel –		
	Gent		
	Liège – Antwerpen – Gent	Zeebrugge	
Cross-border	Zevenaar – Emmerich –	Rail	
C1033-001uci	Oberhausen		
links	Karlsruhe – Basel		
	Milano/Novara – CH		
	border		
	Basel –	Inland	
	Antwerpen/Rotterdam –	waterways	
	Amsterdam		
Missing link	Genova – Tortona/Novi	Rail	
wiissing link	Ligure		
	Zeebrugge – Gent		

Alignment	Genova – Milano – Lugano – Basel			
9	Genova – Novara – Brig –			
	Basel – Karlsruhe – Mannl	heim –		
	Mainz – Koblenz – Köln			
	Köln – Düsseldorf – Duisburg – Nijmegen/Arnhem – Utrecht –			
	Amsterdam			
	Nijmegen – Rotterdam – V	/lissingen		
	Köln – Liège – Bruxelles/I	Brussel –		
	Gent			
	Liège – Antwerpen – Gent –			
	Zeebrugge			
Cross-border	Zevenaar – Emmerich –	Rail		
	Oberhausen			
links	Karlsruhe – Basel			
	Milano/Novara – CH			
	border			
	Basel –	Inland		
	Antwerpen/Rotterdam –	waterways		
	Amsterdam			
Missing link	Genova – Tortona/Novi	Rail		
Wilsonig link	Ligure			
	Zeebrugge – Gent			

Alignment	Strashow	rg – Stuttgart – München –	Wels/Linz	Al
ringiment		g – Mannheim – Frankfurt		' **
		rg – Regensburg – Passau	~	
		/Nürnberg – Praha – Ostra		
		Košice – UA border		
		z – Wien – Bratislava – Bu	dapest –	
	Vukovar		•	
	Wien/Bra	atislava – Budapest – Arad	_	
	Brašov/C	raiova – Bucurešti – Const	anta –	
	Sulina			
Pre-	Cross-	München – Praha	Rail	
identified	border			P
sections		Nürnberg – Plzen		id
		München – Mühldorf –	-	se
		Freilassing - Salzburg		
		Strasbourg – Kehl	-	
		Appenweier		
		Hranice – Žilina	1	
		Thumee Zimu		
		Wien –]	
		Bratislava/Budapest		
		Bratislava – Budapest		
		Békéscsaba – Arad		
		Danube (Kehlheim -	Inland	
		Constanţa/Midia/Sulina)	Waterways	
		and the related Sava and		
		Tisza river basins		
		Zlín – Žilina	Road	
Ī	Missing	Stuttgart – Ulm	Rail	
	link	Salzburg – Linz		
		Arad – Craiova		
		București – Constanța	1 1	

Alignment	Paris – Strasbourg – Stuttgart – Augsburg –			
0	München – <i>Salzburg</i> – Wels/Linz			
	1	rg – Mannheim – Frankfurt	– Würzburg	
		erg – Regensburg – Passau -		
		n/Nürnberg – Praha – Ostrav	va/Přerov –	
		Košice – UA border		
	Wels/Lin	z – Wien – Bratislava – Bu	dapest –	
	Vukovar			
	1	atislava – Budapest – Arad		
	1	Craiova – Bucurešti – <i>Focșa</i>	ni – Albita	
	,	der) / Constanta – Sulina	l =	
Pre- identified	Cross- border	München – Praha	Rail	
sections	Joine	Nürnberg – Plzen		
		München – Mühldorf –	1	
		Freilassing - Salzburg		
		Strasbourg – Kehl	1	
		Appenweier		
		Hranice – Žilina		
		Wien –		
		Bratislava/Budapest		
		Bratislava – Budapest		
		Békéscsaba – Arad		
		Danube (Kehlheim -	Inland	
		Constanța/Midia/Sulina)	Waterways	
		and the related Sava and		
		Tisza river basins		
		Zlín – Žilina	Road	
	Missing link	Stuttgart – Ulm	Rail	
	IIIIK	Salzburg – Linz		
		Arad – Craiova		
		București – Constanța		
		Arad - Brasov	Rail	
		Brasov - Predeal	Rail	
		București - Craiova	Rail	

Alignment	Strasbourg – Stuttgart – Münc Wels/Linz Strasbourg – Mannheim – Fra Würzburg – Nürnberg – Reger Passau – Wels/Linz München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Koš border Wels/Linz – Wien – Bratislava – Vukovar Wien/Bratislava – Budapest – Brašov/Craiova – Bucurešti – Sulina	nkfurt – nsburg – ice – UA a – Budapest Arad –
Cross- border links	München – Praha Nürnberg – Plzen München – Mühldorf –	Rail
	Freilassing - Salzburg Strasbourg - Kehl Appenweier Hranice - Žilina	
	Košice – UA border Wien – Bratislava/Budapest	
	Bratislava – Budapest	
	Békéscsaba – Arad– Timişoara Danube (Kehlheim - Constanţa/Midia/Sulina) and the related Váh, Sava and Tigga river begins	Inland Waterways
	Tisza river basins Zlín – Žilina	Road
Missing links	Stuttgart – Ulm Salzburg – Linz [] Craiova – București []Sighișoara – Predeal	Rail

Alignment	Strasbourg – Stuttgart – N	Tünchen –	
1 Lingillion City	Wels/Linz		
	Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg		
	– Passau – Wels/Linz		
	München/Nürnberg – Praha –		
	Ostrava/Přerov – Žilina – Košice –		
	UA border		
	Wels/Linz – Wien – Brati	slava –	
	Budapest – Vukovar	1	
	Wien/Bratislava – Budapa		
	Moravita/Brašov/Craiova - Giurgiu/Constanta – Su		
Cross-	München – Praha	Rail	
border	With Cheff - 1 Talia	Kan	
links	Nürnberg – Plzen		
	München – Mühldorf –		
	Freilassing - Salzburg		
	Strasbourg – Kehl		
	Appenweier		
	Hranice – Žilina		
	Košice – UA border		
	Wien – Bratislava/Budapest		
	Bratislava – Budapest		
	Békéscsaba – Arad–		
	Timişoara <u>- RS</u>		
	<u>border</u>		
	Bucurešti – Giurgiu -		
	Rousse		
	Danube (Kehlheim -	Inland	
	Constanța/Midia/Sulina)	Waterways	
	and the related Váh ,		
	Sava and Tisza river		
	basins	D 1	
	Zlín – Žilina	Road	
	Timişoara - RS border	Road	
Missing	Stuttgart – Ulm	Rail	
links	Salzburg – Linz		
	Craiova – București		
	<u>Arad - Sighişoara –</u>		
	Brasov - Predeal		

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Alignment		er – Hamina/Kotka – H			
	Turku/Naantali – Stockholm – Örebro –				
	Malmö		a. 11 1		
		ulu – Luleå – Umeå –			
		oteburg – Malmö – Tre			
	1	København – Frederic			
		- Hirtshals/Frederiksha			
	København – Kolding/Lübeck – Hambu Hannover Bremerhaven – Bremen – Hannover –				
		over –			
	Nürnberg		ünahan		
		– Berlin – Leipzig – M g – München – Innsbru			
		– Ancona/Firenze	ck – v ciolia		
	_	La Spezia – Firenze – I	Roma – Nan		
		Γaranto – Valletta	Xoma map		
		Gioia Tauro – Palermo	/Augusta –		
	Valletta	Gioia Tauro Tarcinio	// ragasta		
Pre-	Cross-	RU border –	Rail		
identified	border	Helsinki			
sections		København –			
		Hamburg:			
		Fehmarn belt fixed			
		link access routes			
		München – Wörgl			
		Innsbruck –			
		Fortezza –			
		Bolzano – Trento			
		Verona: Brenner			
		base tunnel and its			
		access routes			
		København –	Rail/Road		
		Hamburg:			
		Fehmarn belt fixed			
		link			

Core networ	k corridor	"Scandinavian – Med	literranean"
Alignment	Turku/Na Malmö Narvik/Ou Oslo – Go Malmö – Aalborg - Københav Hannover Bremerha Nürnberg Rostock – <i>Erfurt/Wa</i> Nürnberg Bologna – Livorno/L	ven – Bremen – Hanno Berlin – <i>Halle</i> /Leipzig e imar – München – München – Innsbruc - Ancona/Firenze La Spezia – Firenze – R	Stockholm Ileborg a – Aarhus – 7n Hamburg – over – g –
	Napoli –	Taranto — Valletta C agliari /Gioia Tauro - Augusta — Valletta — M	
Pre- identified sections	Cross-border	RU border – Helsinki København – Hamburg: Fehmarn belt fixed link access routes München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes Trelleborg - Malmö - Göteborg - No border (cross- border, rail) Göteborg-Oslo Helsingborg- Helsingør Copenhagen- Malmö	Rail
		København – Hamburg: Fehmarn belt fixed link	Rail/Road

Alignment	RU border – Hamina/Kotka – Helsinki –		
8	Turku/Naantali – Stockholm –		
	Örebro(Hallsberg)/Linköping – Malmö		
	Narvik/Oulu – Luleå – Umeå		
	Stockholm/Örebro(Hallsber	g)	
	Oslo – Goteburg – Malmö – I	Γrelleborg	
	Malmö – København – Frede	ricia –	
	Aarhus – Aalborg -		
	Hirtshals/Frederikshavn		
	København – Kolding/Lübecl – Hannover	k – Hamburg	
	Bremerhaven – Bremen – Ha	nnover –	
	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 Ta		
	Palermo/Augusta – Valletta/N		
Cross-	RU border – Helsinki	Rail	
border links	København – Hamburg:	-	
IIIIKS	Fehmarn belt fixed link		
	access routes		
	München – Wörgl –	-	
	Innsbruck – Fortezza –		
	Bolzano – Trento – Verona:		
	Brenner base tunnel and its		
	access routes		
	København – Hamburg:	Rail/Road	
	Fehmarn belt fixed link		

Core network corridor "Scandinavian –				
Mediterranean"				
Alignment	RU border – Hamina/Kotka –			
	Helsinki – Turku/Naantali –			
	Stockholm –			
	Örebro(Hallsberg)/Link	köping –		
	Malmö			
	Narvik/Oulu – Luleå – U			
	Stockholm/Örebro(Hall	lsberg)		
	Oslo – Goteburg – Maln	nö –		
	Trelleborg			
	Malmö – København – I	Fredericia –		
	Aarhus – Aalborg -			
	Hirtshals/Frederikshavn			
	København – Kolding/L	übeck –		
	Hamburg – Hannover			
	Bremerhaven – Bremen	Hannover		
	– Nürnberg			
	Rostock – Berlin – Halle	<u> /Leipzig –</u>		
	Erfurt - München			
	Nürnberg – München – 1			
	Verona – Bologna – And			
	Livorno/La Spezia – Fire			
	– Napoli – Bari – Taranto –			
	Valletta/Marsaxlokk			
	Cagliari – Napoli – Gioia Tauro –			
	Palermo/Augusta –			
Cross	Valletta/ Marsaxlokk RU border – Helsinki	Rail		
Cross-	KU borger – Heisinki	Kaii		
border links	København –			
IIIIKS	Hamburg: Fehmarn			
	belt fixed link access			
	routes			
	München – Wörgl –			
	Innsbruck – Fortezza –			
Bolzano – Trento –				
	Verona: Brenner base			
tunnel and its access				
	routes			
	Göteborg-Oslo			
	København –	Rail/Road		
	Hamburg: Fehmarn			
	belt fixed link			

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

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	1. Objective of cross-border projects in the field of	1. Objective of cross-border projects in the field of	1. Objective of cross-border projects in the field
2.4	renewable energy	renewable energy	renewable energy	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	(a) it shall be included in a cooperation agreement or any	(a) it shall be included in a cooperation agreement or any	(a) it shall be included in a cooperation
	other kind of arrangement between Member States and/or between Member States and third countries as set out in	other kind of arrangement between Member States and/or between Member States and third countries as set out in	other kind of arrangement between Member States and/or between Member States and third countries as set out in []	agreement or any other kind of arrangement
	Articles 6, 7, 9 or 11 of Directive 2009/28/EC;	Articles 6, 7, 9 or 11 of Directive 2009/28/EC;	Directive [(EU) 2018/XXXX of the European Parliament	between at least two Member States and/or between at least one Member State and a third
			and of the Council (Renewable Energy Directive)];	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	(b) it shall provide cost savings in the deployment of	(b) it shall provide cost savings in the deployment of	(b) it shall provide cost savings in the deployment
	renewables and/or benefits for system integration, security of supply or innovation in comparison to a similar project	renewables and/or benefits for system integration, security of supply or innovation in comparison to <i>an alternative cross</i> -	renewables [] or benefits for system integration, security of supply or innovation [];	of renewables and/or benefits for system integration, security of supply or innovation in comparison to <i>a</i>
	implemented by one of the participating Member States alone;	border energy project or a renewable energy project	supply of finite various [],	similar project or renewable energy project
		implemented by one of the participating Member States alone;		implemented by one of the participating Member
20	(a) the metantial example hamafite of econometical extraorbite	(a) the metantial exemple handits of accommution extraoish its	(a) the notantial execution for a factor of a community of a community of the factor o	States alone;
29.	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of	(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of	COM
	the cost-benefit analysis as referred to in point 3 and applying	the cost-benefit analysis as referred to in point 3 and applying	the cost-benefit analysis as referred to in point 3 and applying	
	the methodology referred to in Article [7]	the methodology referred to in Article [7]	the methodology referred to in Article [7]	
30.	3. Cost-benefit analysis	3. Cost-benefit analysis	3. Cost-benefit analysis	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	The cost-benefit analysis referred to in point 2(c) above shall	1 1	COM
	or third countries the impact inter alia on the following	take into account for each of the participating Member States or third countries the impact inter alia on the following	take into account for each of the participating Member States or third countries the impact inter alia on the following	
	aspects:	aspects:	aspects:	
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 <i>in the field of renewable energy</i> between Member States and/or between Member States and third countries as set out in Articles 9 <i>or 11</i> of <i>Directive (EU) 2018/ of the European Parliament and of the Council^{1/1+}</i> . 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:

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.

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and selection criteria for all projects;

- information on the cooperation mechanism that a

⁺ 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 [] agree on a draft list of projects to become cross-border projects in the field of renewable energy to be adopted in accordance with paragraph 8.
43.			The Commission shall adopt the final list of selected cross-border projects in the field of renewable energy by delegated act on the basis of a draft list proposed by Member States agreed on in the competent group, and shall publish on its website the list of selected cross-border projects in the field of renewable energy.	(8) The Commission shall adopt the final list of selected cross-border projects in the field of renewable energy by delegated act on the basis of a draft list referred to in paragraph (7) and taking into account paragraph (10), [] and shall publish on its website the list of selected cross-border projects in the field of renewable energy. This list shall be reviewed as necessary at least every two years.
44.				(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	A project shall not be selected as a cross-border projects in the	A project shall not be selected as a cross-border projects in	(11) A project shall not be selected as a cross-border
	field of renewable energy, or have the status withdrawn, if its	field of renewable energy, or have the status withdrawn, if its	the field of renewable energy, or have the status withdrawn,	projects in the field of renewable energy, or have the
	evaluation was based on incorrect information which was a	evaluation was based on incorrect information which was a	if its evaluation was based on incorrect information which	status withdrawn, if its evaluation was based on
	determining factor in the evaluation, or if the project does not	determining factor in the evaluation, or if the project does not	was a determining factor in the evaluation, or if the project	incorrect information which was a determining factor
	comply with Union law.	comply with Union law.	does not comply with Union law.	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	The Commission shall publish on its website the list of selected	The Commission shall publish on its website the list of	[] Covered by paragraph 8
	cross border projects in the field of renewable energy.	cross border projects in the field of renewable energy.	selected cross border projects in the field of renewable	
			energy.	

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.	Gigabit connectivity to socio-economic drivers	1. Gigabit <i>and 5G or other state-of-art mobile</i> connectivity to socio-economic drivers	Gigabit connectivity to socio-economic drivers	1. Gigabit connectivity <i>including 5G and other state-of-the-art</i> to socio-economic drivers
51.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.	Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the [] additional area coverage generated, including households. The available budget shall be allocated in a geographically balanced manner across Member States.
52.	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to:	Priority shall be given to actions contributing to Gigabit including 5G and other state-of-art connectivity for:
53.	- Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients ¹ ; 1 See also COM(2018) 233 final - Commission Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.	- Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitalise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients ¹ ; 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 ; 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 ; See also COM(2018) 233 final - Commission Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.
54.	- Gigabit Connectivity for education and research centres, in the context of the efforts to close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency ² . 2 See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	- Gigabit Connectivity for education and research centres, in the context of the efforts to <i>facilitate the use of inter alia high-speed computing, cloud applications and big data</i> , close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency ² . 2 See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	Gigabit Connectivity for education and research centres, in the context of the efforts to close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency ² . 2 See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan	- [] education and research centres, in the context of the efforts to <i>facilitate the use of inter alia high-speed computing, cloud applications and big data</i> , close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency ² 2 See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan
55.		- 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;	referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;
59.	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:	- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:
60.	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and	- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and
61.	- supports access to innovative digital services;	- supports <i>equal</i> access to innovative digital services;	- supports access to innovative digital services;	- supports widespread <u>and non-</u> <u>discriminatory</u> access to innovative digital services;
62.	- use the common visual identity to be provided by the Commission and link to the associated online tools;	- use the common visual identity <i>available in multiple languages</i> to be provided by the Commission and link to the associated online tools;	- use the common visual identity to be provided by the Commission and link to the associated online tools;	- use the common visual identity to be provided by the Commission and link to the associated multi- lingual online tools;
62a				- in view of achieving synergies and increasing capacity and improving user experience, these actions shall facilitate the deployment of 5G ready small-area wireless access points, as defined in Directive EU/2018/1972;
63.	- commit to procure the necessary equipment and/or related installation services in accordance with applicable law to ensure that projects do not unduly distort competition.	- commit to procure the necessary equipment and/or related installation services in accordance with applicable law to ensure that projects do not unduly distort competition.	- commit to procure the necessary equipment and/or related installation services in accordance with applicable law to ensure that projects do not unduly distort competition.	- commit to procure the necessary equipment and/or related installation services in accordance with applicable law to ensure that projects do not unduly distort competition.
64.	Financial assistance shall be available to public sector bodies as defined in point (1) of Article 3 of Directive (EU) 2016/2102 of the European Parliament and of the Council ³ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points.	Financial assistance shall be available to public sector bodies as defined in point (1) of Article 3 of Directive (EU) 2016/2102 of the European Parliament and of the Council ³ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points.	Financial assistance shall be available to public sector bodies as defined in point (1) of Article 3 of Directive (EU) 2016/2102 of the European Parliament and of the Council ³ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points.	Financial assistance shall be available to public sector bodies as defined in point (1) of Article 3 of Directive (EU) 2016/2102 of the European Parliament and of the Council ³ undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points.
	Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).	Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).	Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).	Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).
65.	Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.	Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.	Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.	Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.
66.	The available budget shall be allocated in a geographically balanced manner across Member States.	The available budget shall be allocated in a geographically balanced manner across Member States.	The available budget shall be allocated in a geographically balanced manner across Member States.	The available budget shall be allocated in a geographically balanced manner across Member States.
67.	Wherever relevant, coordination and coherence will be ensured with CEF actions supporting access of socio-economic drivers to very high capacity networks capable of providing Gigabit connectivity.	[]	Wherever relevant, coordination and coherence will be ensured with CEF actions supporting access of socio-economic drivers to very high capacity networks capable of providing Gigabit connectivity.	Wherever relevant, coordination and coherence will be ensured with CEF actions supporting access of socio-economic drivers to very high capacity networks capable of providing Gigabit <i>including 5G</i> and other state-of-the-art connectivity.
68.	3. Indicative list of 5G corridors eligible for funding	3. Indicative list of 5G corridors <i>and cross-border connections</i> eligible for funding	3. Indicative list of 5G corridors eligible for funding	3. Indicative list of 5G corridors <i>and cross-border backbone connections</i> eligible for funding

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TREE.2.A **LIMITE EN**

In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025⁴, actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM⁵ experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors⁶. Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society -COM(2016)587

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

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

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

Core network corridor "Atlantic"

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

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

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

Core network corridor "Atlantic"

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

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

Core network corridor "Atlantic"

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	

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

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

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

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	Gdansk – Warsaw – Brno –					
for larger scale	Vienna – Graz – Ljubljana –					
deployment of CAM	Trieste					

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

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

72.	Core network corridor "Mediterranean"		Core network corridor "Mediterranean"		Core network corridor "Mediterranean"		Core network corridor "Mediterranean"	
	Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM	Budapest – Zagreb – Ljubljana / Rijeka / Split	Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM	Submarine cable networks Lisbon – Marseille – Milan Budapest – Zagreb – Ljubljana / Rijeka / Split	Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM More extensive section for larger scale deployment of CAM Deployment of CAM Deployment of backbone networks, including with submarine cables	Budapest – Zagreb – Ljubljana / Rijeka / Split - Dubrovnik Ljubljana-Zagreb – Slavonski Brod – Bajakovo (transition towards Serbia) with an extension Slavonski Brod towards Osijek (via Đakovo) Submarine cable networks Lisbon – Marseille – Milan	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"		Core network corridor "North Sea – Baltic"		Core network corridor "North Sea – Baltic"		Core network corridor "North Sea – Baltic"	
	Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM	Baltic corridor (to be defined) Tallinn – Kaunas	Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM	Baltic corridor (to be defined) Tallinn – Kaunas	experimentation More extensive section for larger	[] Warsaw – Kaunas – Vilnius/Klaipėda Tallinn – Riga – Kaunas – LT/PL border – Warsaw BY/LT border – Vilnius –	Cross-border sections for CAM experimentation More extensive section for larger scale	[] Warsaw – Kaunas – Vilnius Kaunas – Klaipėda Tallinn – Riga – Kaunas – LT/PL border –
	ueproyment or Critic		acprogramment of Critical			Kaunas – Klaipėda	deployment of CAM	Warsaw BY/LT border — Vilnius — Kaunas — Klaipėda Via Carpathia: Klaipėda — Kaunas — Elk — Bialystok — Lublin — Rzeszów — Barwinek - Košice
74.	Core network corridor "North Sea – Mediterranean"		Core network corridor "North Sea – Mediterranean"		Core network corridor "North Sea – Mediterranean"		Core network corridor "North Sea – Mediterranean"	
	Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM	Metz-Merzig-Luxembourg Rotterdam-Antwerp-Eindhoven Amsterdam - Rotterdam - Breda - Lille - Paris Brussels - Metz - Basel Mulhouse - Lyon - Marseille	Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM	Metz-Merzig-Luxembourg Rotterdam-Antwerp-Eindhoven Amsterdam - Rotterdam - Breda - Lille - Paris Brussels - Metz - Basel Mulhouse - Lyon - Marseille	Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM	Metz-Merzig-Luxembourg Rotterdam-Antwerp-Eindhoven Amsterdam - Rotterdam - Breda - Lille - Paris Brussels - Metz - Basel Mulhouse - Lyon - Marseille	Cross-border sections for CAM experimentation More extensive section for larger scale deployment of CAM	Metz-Merzig- Luxembourg Rotterdam-Antwerp- Eindhoven Amsterdam - Rotterdam - Breda - Lille - Paris
								Brussels – Metz – Basel Mulhouse – Lyon – Marseille

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

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