



**2018/0228(COD)**

26.9.2018

# **AMENDMENTS 1055 - 1211**

**Draft report**

**Marian-Jean Marinescu, Henna Virkkunen, Pavel Telička**  
(PE625.415v01-00)

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

Proposal for a regulation  
(COM(2018)0438 – C8-xxxx – 2018/0228(COD))



**Amendment 1055**  
**Xabier Benito Ziluaga**

**Proposal for a regulation**  
**Annex I – part I – table – Transport – Specific Objectives and Indicators**

*Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	<i>Adaptation to military mobility requirements</i>	<i>Number of transport infrastructure components adapted to meet military mobility requirements</i>

*Amendment*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	<i>deleted</i>	<i>deleted</i>

Or. en

**Proposal for a regulation**  
**Annex I – part I – table – Transport – Specific Objectives and Indicators**

*Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		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
	<b><i>Adaptation to military mobility requirements</i></b>	<b><i>Number of transport infrastructure components adapted to meet military mobility requirements</i></b>

*Amendment*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		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
	<b><i>deleted</i></b>	<b><i>deleted</i></b>

Or. en

*Justification*

*This AM is intrinsically linked to other AMs in the text, notably in Art 9 and Art 3. As most of*

gas infrastructure projects can be finalised in the current funding period, the indicators have to be adapted to reflect the appropriate objectives of projects that are actually to be carried out under this funding period.

**Amendment 1057**

**Michael Cramer**

**Proposal for a regulation**

**Annex I – part I – table – Transport – Specific objectives and Indicators**

*Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	<i>Adaptation to military mobility requirements</i>	<i>Number of transport infrastructure components adapted to meet military mobility requirements</i>

*Amendment*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, <b><i>re-establishing of regional cross-border rail connections that were abandoned or dismantled, cross-border motorways of the maritime ports, with a focus on short sea shipping</i></b> , 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 <b><i>such as the installation of ERTMS for the rail infrastructure and the locomotives</i></b>
		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 <b><i>noise reduction at the source of rail freight transport, integration of the EuroVelo network into the rail network</i></b>
	<i>deleted</i>	<i>deleted</i>

Or. en

**Amendment 1058**

**Inés Ayala Sender, Luis de Grandes Pascual**

**Proposal for a regulation**

**Annex I – part I – table – Transport – Specific Objectives and Indicators**

*Text proposed by the Commission*

Transport:	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	Adaptation to <b><i>military</i></b> mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

*Amendment*

Transport:	Efficient and interconnected networks and infrastructure for smart, <b><i>interoperable</i></b> , sustainable, <b><i>multimodal</i></b> , inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points

		built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	Adaptation to <i>dual</i> mobility ( <i>civil and defence</i> ) requirements	Number of transport infrastructure components adapted to meet <i>dual</i> mobility ( <i>civil and defence</i> ) requirements

Or. es

**Amendment 1059**

**Marian-Jean Marinescu**

**Proposal for a regulation**

**Annex I – part I – table – Transport – Indicators**

*Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
Adaptation to military mobility requirements		Number of transport infrastructure components adapted to meet military mobility requirements

*Amendment*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		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
		<b><i>Number of CEF actions contributing to transport accessibility for persons with disabilities</i></b>
	Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

Or. en

**Amendment 1060**  
**Wim van de Camp**

**Proposal for a regulation**  
**Annex I – part I – table – Transport – Indicators**

*Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

*Amendment*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport



	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
	<b><i>Number of CEF actions contributing to transport accessibility for persons with disabilities</i></b>
Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

Or. en

**Amendment 1061**  
**Deirdre Clune**

**Proposal for a regulation**  
**Annex I – part I – table – Transport – Indicators**

*Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

*Amendment*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions

	contributing to the digitalisation of transport
	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
	<b><i>Number of CEF actions contributing to transport accessibility for persons with disabilities</i></b>
Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

Or. en

## Amendment 1062

Olga Sehnalová

### Proposal for a regulation

#### Annex I – part I – table – Transport – Indicators

*Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

*Amendment*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
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mobility	Number of CEF supported actions contributing to the digitalisation of transport
	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
	<b><i>Number of CEF actions contributing to transport accessibility for persons with disabilities</i></b>
Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

Or. en

### Amendment 1063

**Dario Tamburrano, Rosa D'Amato, Daniela Aiuto**

### Proposal for a regulation

**Annex I – part I – table – Transport – Indicators**

*Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements	

*Amendment*

Transport	Efficient and interconnected networks and infrastructure for	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes,
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smart, sustainable, inclusive, safe and secure mobility	maritime ports, inland ports, <i>airports</i> , and rail-road terminals of the TEN-T core <i>and comprehensive</i> networks)
	Number of CEF supported actions contributing to the digitalisation of transport
	Number of alternative fuel supply points built or upgraded with the support of CEF
	Number of CEF supported actions contributing to the safety of transport
Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

Or. en

### Amendment 1064

**Dario Tamburrano, Rosa D'Amato, Daniela Aiuto**

### Proposal for a regulation

**Annex I – part I – table – Transport – Indicators**

*Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

*Amendment*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable,	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road
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inclusive, safe and secure mobility	terminals of the TEN-T core networks)
	Number of CEF supported actions contributing to the digitalisation of transport <i>with a breakdown, inter alia, by ERTMS and SESAR projects</i>
	Number of alternative fuel supply points built or upgraded with the support of CEF
	Number of CEF supported actions contributing to the safety of transport
Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

Or. en

### Amendment 1065

**Dario Tamburrano, Rosa D'Amato, Daniela Aiuto**

### Proposal for a regulation

**Annex I – part I – table – Transport – Indicators**

*Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements	

*Amendment*

Transport	Efficient and interconnected networks and infrastructure for	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes,
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	smart, sustainable, inclusive, safe and secure mobility	maritime ports, inland ports and rail-road terminals of the TEN-T core networks)
		Number of CEF supported actions contributing to the digitalisation of transport
		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 <b><i>and to the resiliency of the infrastructure</i></b>
	Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

Or. en

### Amendment 1066

**Dario Tamburrano, Rosa D'Amato, Daniela Aiuto**

### Proposal for a regulation

**Annex I – part I – table – Transport – Indicators**

*Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements

*Amendment*

Transport	Efficient and interconnected networks and infrastructure for	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes,
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smart, sustainable, inclusive, safe and secure mobility	maritime ports, inland ports and rail-road terminals of the TEN-T core networks)
	Number of CEF supported actions contributing to the digitalisation of transport
	Number of alternative fuel supply points built or upgraded with the support of CEF
	Number of CEF supported actions contributing to the safety of transport
Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements, <i>with a breakdown by geographical location and by mode of transport</i>

Or. en

### Amendment 1067

Dario Tamburrano, Rosa D'Amato

### Proposal for a regulation

Annex I – part I – table – Transport – Indicators

*Text proposed by the Commission*

Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements	

*Amendment*

Transport	Efficient and interconnected networks	Number <i>and monetary value</i> of cross-border and missing links addressed with
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	and infrastructure for smart, sustainable, inclusive, safe and secure mobility	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 <i>and monetary value</i> of CEF supported actions contributing to the digitalisation of transport
		Number <i>and monetary value</i> of alternative fuel supply points built or upgraded with the support of CEF
		Number <i>and monetary value</i> of CEF supported actions contributing to the safety of transport
	Adaptation to military mobility requirements	Number <i>and monetary value</i> of transport infrastructure components adapted to meet military mobility requirements

Or. en

**Amendment 1068**  
**Xabier Benito Ziluaga**

**Proposal for a regulation**  
**Annex I – part I – table – Energy – Indicators**

*Text proposed by the Commission*

Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints
	Security of energy supply	Number of CEF actions contributing to projects ensuring resilient gas network
		Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity
	Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems
		Number of CEF actions contributing to cross-border cooperation in the area of renewables

*Amendment*

Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints
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Security of energy supply	Number of CEF actions contributing to projects ensuring resilient gas network
	Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity
Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems, <b><i>including energy communities</i></b>
	Number of CEF actions contributing to cross-border cooperation in the area of renewables
	<b><i>Number of CEF actions contributing to the implementation of energy efficiency first principle</i></b>

Or. en

### Amendment 1069

Dario Tamburrano, Rosa D'Amato

### Proposal for a regulation

Annex I – part I – table – Energy – Indicators

*Text proposed by the Commission*

Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints
	Security of energy supply	Number of CEF actions contributing to projects ensuring resilient <b><i>gas</i></b> network
		Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity
	Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems
		Number of CEF actions contributing to cross-border cooperation in the area of renewables

*Amendment*

Energy	Contribution to interconnectivity and integration of markets	Number <b><i>and monetary value</i></b> of CEF actions contributing to projects interconnecting MS networks and removing internal constraints
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Security of energy supply	Number <i>and monetary value</i> of CEF actions contributing to projects ensuring a resilient <i>electricity</i> network
	Number <i>and monetary value</i> of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity
	<i>Estimated energy consumption (mtoe) avoided through CEF actions contributing to energy efficiency.</i>
Sustainable development through enabling decarbonisation	Number <i>and monetary value</i> of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems
	Number <i>and monetary value</i> of CEF actions contributing to cross-border cooperation in the area of renewables <i>and energy efficiency</i>
	<i>Number and monetary value of CEF actions contributing to enabling the transition towards a net-zero emissions gas network</i>
	<i>Number and monetary value of CEF actions contributing to the achievement of the Paris Agreement goals, 2030 and 2050 European objectives</i>

Or. en

#### Amendment 1070

Pilar del Castillo Vera, Seán Kelly, Krisjanis Karins, Francesc Gambús

#### Proposal for a regulation

Annex I – part I – table – Energy – Indicators

*Text proposed by the Commission*

Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints
	Security of energy supply	Number of CEF actions contributing to projects ensuring resilient gas network
		Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity
Sustainable development through enabling	Number of CEF actions contributing to projects enabling increased penetration of	

decarbonisation	renewable energy in the energy systems
	Number of CEF actions contributing to cross-border cooperation in the area of renewables

*Amendment*

Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints
		<b><i>Number of CEF actions contributing to urgent projects interconnecting networks of MS with a level of interconnection below 15%</i></b>
	Security of energy supply	Number of CEF actions contributing to projects ensuring resilient gas network
		Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity
	Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems
		Number of CEF actions contributing to cross-border cooperation in the area of renewables

Or. en

**Amendment 1071**  
**Florent Marcellesi**

**Proposal for a regulation**  
**Annex I – part I – table – Energy – Indicators**

*Text proposed by the Commission*

Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints
	Security of energy supply	Number of CEF actions contributing to projects ensuring resilient <b>gas</b> network
		Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity
	Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems

		Number of CEF actions contributing to cross-border cooperation in the area of renewables
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*Amendment*

Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints
	Security of energy supply	Number of CEF actions contributing to projects ensuring resilient <i>electricity</i> network
		Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity
	Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems
Number of CEF actions contributing to cross-border cooperation in the area of renewables		

Or. en

*Justification*

*This AM is intrinsically linked to other AMs in the text, notably in Art 9 and Art 3. As most of gas infrastructure projects can be finalised in the current funding period, the indicators have to be adapted to reflect the appropriate objectives of projects that are actually to be carried out under this funding period.*

**Amendment 1072**

**Zorrinho Carlos, Assis Francisco**

**Proposal for a regulation**

**Annex I – part I – table – Digital – Specific Objectives and Indicators**

*Text proposed by the Commission*

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

*Amendment*

Digital	Contribution to the deployment of digital connectivity infrastructure throughout the European Union <i>and between the Union and other continents</i>	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
		<i>New very high capacity of interconnections between islands and overseas territories and mainland to assure territorial cohesion</i>
		<i>New very high capacity of interconnections between the Union and other continents</i>
		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

Or. en

**Amendment 1073**

**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**

**Annex I – part I – table – Digital – Indicators**

*Text proposed by the Commission*

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
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		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

*Amendment*

Digital	Contribution to the deployment of digital connectivity infrastructure throughout the European Union <i>and between the Union and other continents</i>	New connections to very high capacity networks for socio-economic drivers and very high quality wireless connections for local communities <i>and their monetary value</i>
		Number <i>and monetary value</i> of CEF actions enabling 5G connectivity along transport paths
		Number <i>and monetary value</i> of CEF actions enabling new connections to very high capacity networks for households
		Number <i>and monetary value</i> of CEF actions contributing to the digitalisation of energy and transport sectors

Or. en

**Amendment 1074**  
**Florent Marcellesi**

**Proposal for a regulation**  
**Annex I – part I a (new)**

*Text proposed by the Commission*

*Amendment*

***Ia Climate tracking and proofing of allocated resources***

***So as to ensure the climate mainstreaming objectives stipulated in this Regulation are fulfilled, the Commission shall put in place a system for climate tracking for allocated resources and the actual spending based on the Rio Marker system, differentiating between mitigation and adaptation and***

*the different sectors and its GHG emission reductions.*

*Climate proofing shall go beyond current carbon pricing and CO<sub>2</sub> footprint methodologies and at least comprise the following criteria:*

- (a) Integration of the energy efficiency first principle*
- (b) Long-term environmental and societal impact*
- (c) Lifecycle assessment of projects with a view to minimise detrimental impacts and maximise benefits on climate mitigation and adaptation. For that purpose, an assessment shall be provided based on guidance to be developed by the Commission, using the 1.5 degrees climatic scenario within sectoral decarbonisation pathways.*

Or. en

**Amendment 1075**  
**Massimiliano Salini**

**Proposal for a regulation**  
**Annex I – part II – paragraph 1**

*Text proposed by the Commission*

*Amendment*

*The budgetary resources referred to in Article 4 paragraph 2 (a) (i) and (ii) shall be distributed as follows:*

*deleted*

- 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".*

Or. en

**Amendment 1076**

**David-Maria Sassoli, Isabella De Monte**

**Proposal for a regulation  
Annex I – part II – paragraph 1**

*Text proposed by the Commission*

*Amendment*

***The budgetary resources referred to in Article 4 paragraph 2 (a) (i) and (ii) shall be distributed as follows:***

***deleted***

***– 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".***

Or. en

**Amendment 1077  
Bogusław Liberadzki**

**Proposal for a regulation  
Annex I – part II – paragraph 1 – introductory part**

*Text proposed by the Commission*

*Amendment*

The budgetary resources referred to in Article 4 paragraph 2 (a) (i) ***and (ii)*** shall be distributed as follows:

The budgetary resources referred to in Article 4 paragraph 2 (a) (i) shall be distributed as follows:

Or. en

**Amendment 1078  
Rolandas Paksas**

**Proposal for a regulation  
Annex I – part II – paragraph 1 – introductory part**

*Text proposed by the Commission*

*Amendment*

The budgetary resources referred to in Article 4 paragraph 2 (a) (i) ***and (ii)*** shall

The budgetary resources referred to in Article 4 paragraph 2 (a) (i) shall be



be distributed as follows:

distributed as follows:

Or. en

**Amendment 1079**

**Andor Deli**

**Proposal for a regulation**

**Annex I – part II – paragraph 1 – indent 1**

*Text proposed by the Commission*

– **60%** for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";

*Amendment*

– **90%** for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";

Or. en

**Amendment 1080**

**Rolandas Paksas**

**Proposal for a regulation**

**Annex I – part II – paragraph 1 – indent 1**

*Text proposed by the Commission*

– **60%** for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";

*Amendment*

– **80%** for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";

Or. en

**Amendment 1081**

**Algirdas Saudargas, Vilija Blinkevičiūtė, Laima Liucija Andrikienė**

**Proposal for a regulation**

**Annex I – part II – paragraph 1 – indent 1**

*Text proposed by the Commission*

– **60%** for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";

*Amendment*

– **80%** for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";

**Amendment 1082**

**Olga Sehnalová**

**Proposal for a regulation**

**Annex I – part II – paragraph 1 – indent 1**

*Text proposed by the Commission*

– **60%** for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";

*Amendment*

– **80%** for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";

Or. cs

**Amendment 1083**

**Dominique Riquet**

**Proposal for a regulation**

**Annex I – part II – paragraph 1 – indent 1**

*Text proposed by the Commission*

– **60 %** for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";

*Amendment*

– **a maximum of 80%** for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";

Or. fr

**Amendment 1084**

**Kathleen Van Brempt, Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**

**Annex I – part II – paragraph 1 – indent 1**

*Text proposed by the Commission*

– **60%** for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";

*Amendment*

– **50%** for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";

*Justification*

*The transport sector has a climate issue, as well as a major safety issue. A much bigger percentage of CEF should be devoted to solving the problems that the transport sector faces.*

**Amendment 1085**

**Kathleen Van Brempt, Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**

**Annex I – part II – paragraph 1 – indent 2**

*Text proposed by the Commission*

– **40%** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

*Amendment*

– **50%** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

Or. en

*Justification*

*The transport sector has a climate issue, as well as a major safety issue. A much bigger percentage of CEF should be devoted to solving the problems that the transport sector faces.*

**Amendment 1086**

**Dominique Riquet**

**Proposal for a regulation**

**Annex I – part II – paragraph 1 – indent 2**

*Text proposed by the Commission*

– **40 %** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

*Amendment*

– **a minimum of 20%** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

Or. fr

## **Amendment 1087**

**Olga Sehnalová**

### **Proposal for a regulation**

#### **Annex I – part II – paragraph 1 – indent 2**

*Text proposed by the Commission*

- **40%** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

*Amendment*

- **20%** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

Or. cs

## **Amendment 1088**

**Algirdas Saudargas, Vilija Blinkevičiūtė, Laima Liucija Andrikienė**

### **Proposal for a regulation**

#### **Annex I – part II – paragraph 1 – indent 2**

*Text proposed by the Commission*

- **40%** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

*Amendment*

- **20%** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

Or. lt

## **Amendment 1089**

**Rolandas Paksas**

### **Proposal for a regulation**

#### **Annex I – part II – paragraph 1 – indent 2**

*Text proposed by the Commission*

- **40%** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

*Amendment*

- **20%** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

Or. en

## **Amendment 1090**

**Andor Deli**

### **Proposal for a regulation**

#### **Annex I – part II – paragraph 1 – indent 2**

*Text proposed by the Commission*

- **40%** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

*Amendment*

- **10%** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

Or. en

## **Amendment 1091**

**Inés Ayala Sender, Luis de Grandes Pascual**

### **Proposal for a regulation**

#### **Annex I – part II – paragraph 1 – indent 2**

*Text proposed by the Commission*

- **40 %** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".

*Amendment*

- **40%** for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, **interoperable**, sustainable, **multimodal**, inclusive, safe and secure mobility".

Or. es

## **Amendment 1092**

**Bogusław Liberadzki**

### **Proposal for a regulation**

#### **Annex I – part II – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***The budgetary resources referred to in Article 4 paragraph 2 (a)(ii) shall be distributed in the following way:***

- ***85% for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";***

- **25% for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".**

Or. en

**Amendment 1093**  
**Rolandas Paksas**

**Proposal for a regulation**  
**Annex I – part II – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***The budgetary resources referred to in Article 4 paragraph 2 (a)(ii) shall be distributed as follows:***

- ***80% for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks ";***
- ***20% for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".***

Or. en

**Amendment 1094**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Annex I – part II – paragraph 2**

*Text proposed by the Commission*

*Amendment*

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.

***The budgetary resources referred to in Article 4 paragraph 2 (a)(ii) shall be distributed as follows:***

– **80% for the actions listed at Article 9 paragraph 2 (a): "Actions relating to efficient and interconnected networks";**

– **20% for the actions listed at Article 9 paragraph 2 (b): "Actions relating to smart, sustainable, inclusive, safe and secure mobility".**

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.

Or. en

#### **Amendment 1095**

**Elżbieta Katarzyna Łukacijewska**

#### **Proposal for a regulation**

**Annex I – part II – paragraph 2**

*Text proposed by the Commission*

***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.

*Amendment*

***Budgetary resources used to finance actions listed at Article 9 paragraph 2 (a) shall be distributed as follows: 85%*** should be allocated to actions on the core network and 15% to actions on the comprehensive network.

Or. en

*Justification*

*The division between networks has to be kept simple and clear.*

#### **Amendment 1096**

**Edward Czesak, Zdzisław Krasnodębski, Ryszard Antoni Legutko, Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský**

#### **Proposal for a regulation**

## Annex I – part II – paragraph 2

*Text proposed by the Commission*

*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.

*Amendment*

**Budgetary resources used to finance** actions listed at Article 9 paragraph 2 (a) **shall be distributed as follows: 80% - 85%** should be allocated to actions on the core network corridors and 15% - 20% to actions on the comprehensive network.

Or. en

### Amendment 1097 Dominique Riquet

#### Proposal for a regulation Annex I – part II – paragraph 2

*Text proposed by the Commission*

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.

*Amendment*

For the actions listed at Article 9 paragraph 2 (a), **80%** 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 **10%** to actions on the comprehensive network.

Or. fr

### Amendment 1098 Claudia Schmidt

#### Proposal for a regulation Annex I – part II – paragraph 2

*Text proposed by the Commission*

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

*Amendment*

For the actions listed at Article 9 paragraph 2 (a), **65%** 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 **25%** to actions on the



comprehensive network.

comprehensive network.

Or. de

**Amendment 1099**  
**Izaskun Bilbao Barandica**

**Proposal for a regulation**  
**Annex I – part II – paragraph 2**

*Text proposed by the Commission*

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.

*Amendment*

For the actions listed at Article 9 paragraph 2 (a), ***the distribution shall be as follows:*** 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.

***For a transitional period, and until the implementation of projects on the core network of priority corridors is achieved at a level considered sufficient within the strategy for European connectivity and the elimination of cross-border bottlenecks, 80% will be allocated to actions on the core network and 10% to actions on the comprehensive network***

Or. es

**Amendment 1100**  
**Rosa D'Amato, Dario Tamburrano, Daniela Aiuto**

**Proposal for a regulation**  
**Annex I – part II – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

***For the actions listed at Article 9 paragraph 2 (a) and (b), at least 20% of the budgetary resources dedicated to them should be allocated to actions improving the safety, the security and the resiliency***

*of the infrastructures;*

Or. en

**Amendment 1101**

**Rosa D'Amato, Dario Tamburrano, Daniela Aiuto, Fabio Massimo Castaldo**

**Proposal for a regulation**

**Annex I – part II – paragraph 2 b (new)**

*Text proposed by the Commission*

*Amendment*

***For the actions listed at Article 9 paragraph 2 (b), at least 40% of the budgetary resources dedicated to them should be allocated to actions to implement ERTMS projects;***

Or. en

**Amendment 1102**

**Inés Ayala Sender, Luis de Grandes Pascual**

**Proposal for a regulation**

**Annex I – part III – title**

*Text proposed by the Commission*

*Amendment*

PART III: TRANSPORT CORE NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS; PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK

PART III: ***HORIZONTAL PRIORITIES***, TRANSPORT CORE NETWORK CORRIDORS AND PRE-IDENTIFIED SECTIONS; PRE-IDENTIFIED SECTIONS ON THE COMPREHENSIVE NETWORK

Or. es

**Amendment 1103**

**Inés Ayala Sender, Luis de Grandes Pascual**

**Proposal for a regulation**

**Annex I – part III – point -1 (new)**

*Text proposed by the Commission*

*Amendment*

**-1. Horizontal priorities**

***Telematic application systems for road, rail, inland waterway and maritime traffic (ITS, ERTMS, RIS, VTMS and smart tachograph)***

Or. es

**Amendment 1104**

**Rosa D'Amato, Dario Tamburrano, Daniela Aiuto, Fabio Massimo Castaldo**

**Proposal for a regulation**

**Annex I – part III – point -1 (new)**

*Text proposed by the Commission*

*Amendment*

**-1. 1. Horizontal Priorities**

- Single European Sky – SESAR system***
- Telematic applications systems for rail - ERTMS***
- Safe, secure and resilient infrastructure***
- New technologies and innovation to achieve the transition to a net-zero GHG emissions economy***

Or. en

**Amendment 1105**

**Miltiadis Kyrkos**

**Proposal for a regulation**

**Annex I – part III – point -1 (new)**

*Text proposed by the Commission*

*Amendment*

**-1. Horizontal priorities**

***Motorways of the Sea***

Or. en

*Justification*

*Next to ERTMS and SESAR, MoS should be listed as a horizontal priority.*

**Amendment 1106**

**Seán Kelly**

**Proposal for a regulation**

**Annex I – part III – point -1 (new)**

*Text proposed by the Commission*

*Amendment*

**-1. Motorways of the Sea (MoS)**

Or. en

**Amendment 1107**

**Christine Revault d'allonnes Bonnefoy**

**Proposal for a regulation**

**Annex I – part III – point 1 – table – Core network corridor “Atlantic”**

*Text proposed by the Commission*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
	Douro river (Via Navegável do Douro)	Inland waterways	

*Amendment*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	<b><i>Bordeaux – Toulouse</i></b>		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – <b><i>La Rochelle</i></b> – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	<b><i>Shannon Foynes – Dublin – Cork – Le Havre – Rouen – Paris</i></b>		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
		Douro river (Via Navegável do Douro)	Inland waterways
	<b><i>Missing link</i></b>	<b><i>Paris (link Orly-Versailles and Orly-Ch. De Gaulle airport)</i></b>	<b><i>Multimodal</i></b>

Or. fr

**Amendment 1108**  
**Dominique Riquet**

**Proposal for a regulation**  
**Annex I – part III – point 1 – table – Core network corridor “Atlantic”**

*Text proposed by the Commission*

Core network corridor "Atlantic"	
Alignment	Gijón – León – Valladolid
	A Coruña – Vigo – Orense – León–
	Zaragoza – Pamplona/Logroño – Bilbao
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba
	Algeciras – Bobadilla – Madrid

	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
		Douro river (Via Navegável do Douro)	Inland waterways

*Amendment*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours – <b>Dijon</b>		
	<b>Shannon Foynes – Dublin – Rosslare – Waterford - Cork –Caen - Le Havre – Rouen – Paris</b>		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
		Douro river (Via Navegável do Douro)	

Or. en

**Amendment 1109**

**Karima Delli**

**Proposal for a regulation**

**Annex I – part III – point 1 – table – Core network corridor “Atlantic”**

*Text proposed by the Commission*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
	Douro river (Via Navegável do Douro)	Inland waterways	

*Amendment*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	<b><i>Shannon Foynes – Dublin – Rosslare – Waterford – Cork - Brest - Roscoff – Cherbourg – Caen – Le Havre – Rouen – Paris</i></b>		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
	Douro river (Via Navegável do Douro)	Inland waterways	

*Justification*

*Given the withdrawal of the United Kingdom from the EU, new maritime connections are necessary to link Ireland with the rest of the continent under short notice and without waiting for the review of the TEN-T regulation planned for 2023.*

*In particular, connections with Irish and French ports of the Atlantic shore are important to answer the new trade challenges in the post Brexit period, considering the existing trades flows and the geographic closeness.*

*A more important reset of the TEN-T core and comprehensive network is nevertheless expected to ensure a coherent network in the EU27.*

**Amendment 1110**

**Renaud Muselier, Franck Proust, Tokia Saifi**

**Proposal for a regulation**

**Annex I – part III – point 1 – table – Core network corridor “Atlantic”**

*Text proposed by the Commission*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
	Douro river (Via Navegável do Douro)	Inland waterways	

*Amendment*

Core network corridor "Atlantic"	
Alignment	Gijón – León – Valladolid
	A Coruña – Vigo – Orense – León–
	Zaragoza – Pamplona/Logroño – Bilbao



	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	<b><i>Shannon Foynes – Dublin – Rosslare – Waterford – Cork – Brest – Roscoff – Cherbourg – Caen – Le Havre – Rouen – Paris</i></b>		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
		Douro river (Via Navegável do Douro)	Inland waterways

Or. fr

#### *Justification*

*This amendment complements the Commission proposal for amending the CEF Regulation in case of a 'no-deal Brexit'. Ireland should be further incorporated into the TEN-T corridors by means of maritime links between Irish ports and the Atlantic corridor ports with a view to enhancing the continuity of the single market and the development of TEN-T.*

#### **Amendment 1111** **Deirdre Clune**

#### **Proposal for a regulation** **Annex I – part III – point 1 – table – Core network corridor “Atlantic”**

#### *Text proposed by the Commission*

Core network corridor "Atlantic"	
Alignment	Gijón – León – Valladolid
	A Coruña – Vigo – Orense – León–
	Zaragoza – Pamplona/Logroño – Bilbao
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba
	Algeciras – Bobadilla – Madrid
	Sines/Lisboa – Madrid – Valladolid
	Lisboa – Aveiro – Leixões/Porto – Douro river
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux –

	Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
		Douro river (Via Navegável do Douro)	Inland waterways

*Amendment*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
	<b><i>Shannon Foynes – Dublin – Cork – Le Havre/Cherbourg – Rouen – Paris</i></b>		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
		Douro river (Via Navegável do Douro)	Inland waterways

Or. en

**Amendment 1112**  
**Renaud Muselier**

**Proposal for a regulation**  
**Annex I – part III – point 1 – table – Core network corridor “Atlantic”**

*Text proposed by the Commission*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
	Douro river (Via Navegável do Douro)	Inland waterways	

*Amendment*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	<b>Dublin/Cork</b> – Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
	Douro river (Via Navegável do Douro)	Inland waterways	

## Justification

The aim of this amendment is to recognise the possibility to establish new maritime connections between the main Irish ports and other European ports on the Atlantic coast. The amendment would therefore connect Ireland to the Atlantic corridor, and particularly to the core network port of Nantes-Saint Nazaire.

Nantes-Saint Nazaire port is France's fourth port and the biggest port on the French Atlantic coast. Situated only 400 nautical miles from Cork, the port offers an ideal alternative for the Irish ports to establish new routes to the rest of Europe, particularly following the UK withdrawal from the EU

Or. en

### Amendment 1113 Franck Proust

#### Proposal for a regulation Annex I – part III – point 1 – table – Core network corridor “Atlantic”

##### Text proposed by the Commission

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
	Douro river (Via Navegável do Douro)	Inland waterways	

##### Amendment

Core network corridor "Atlantic"	
Alignment	Gijón – León – Valladolid
	A Coruña – Vigo – Orense – León–
	Zaragoza – Pamplona/Logroño – Bilbao

<b>Bordeaux – Toulouse</b>			
Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba			
Algeciras – Bobadilla – Madrid			
Sines/Lisboa – Madrid – Valladolid			
Lisboa – Aveiro – Leixões/Porto – Douro river			
Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg			
Saint Nazaire – Nantes – Tours			
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
	Douro river (Via Navegável do Douro)	Inland waterways	

Or. fr

### *Justification*

*L'intégration au sein des corridors prioritaires du réseau central d'une liaison entre le corridor Méditerranée et le corridor Atlantique est à même de renforcer la performance socio-économique de ces deux corridors en permettant un développement des infrastructures et de l'utilisation de celles-ci. Cela offrirait également l'opportunité de relier les ports de la Méditerranée et de l'Atlantique sur un axe Bordeaux-Toulouse-Narbonne. En outre, cette proposition s'inscrit dans le Grand Projet Sud-Ouest de développement de deux LGV partageant un tronçon commun de Bordeaux vers Toulouse et de Bordeaux vers l'Espagne.*

### **Amendment 1114**

**Tania González Peñas**

### **Proposal for a regulation**

**Annex I – part III – point 1 – table – Core network corridor “Atlantic”**

### *Text proposed by the Commission*

Core network corridor "Atlantic"	
Alignment	Gijón – León – Valladolid
	A Coruña – Vigo – Orense – León–
	Zaragoza – Pamplona/Logroño – Bilbao
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba
	Algeciras – Bobadilla – Madrid
	Sines/Lisboa – Madrid – Valladolid
	Lisboa – Aveiro – Leixões/Porto – Douro river

	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
		Douro river (Via Navegável do Douro)	Inland waterways

*Amendment*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	<b>Sagunto – Teruel – Zaragoza</b>		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
		Douro river (Via Navegável do Douro)	Inland waterways

*Justification*

*The Sagunto (Valencia)-Teruel-Zaragoza link is part of the Mediterranean Corridor as one of its connecting branches (it is the southern half of the Spanish Cantabria-Mediterranean Corridor via Teruel), and as such it is eligible to receive EU funding from the CEF. It would be inappropriate to use this CEF Regulation to indirectly amend the rules establishing the European core network without recourse to the corresponding legal, administrative and procedural channels.*

Or. es

**Amendment 1115**  
**Cláudia Monteiro de Aguiar**

**Proposal for a regulation**  
**Annex I – part III – point 1 – table – Core network corridor “Atlantic”**

*Text proposed by the Commission*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
	Douro river (Via Navegável do Douro)	Inland waterways	

*Amendment*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	<b>Madeira Island</b> /Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	

	Aveiro – Salamanca	
	Douro river (Via Navegável do Douro)	Inland waterways

Or. en

### *Justification*

*In its Communication "A stronger and renewed strategic partnership with the EU's outermost regions", the Commission highlighted the outermost regions' specific transport, energy and digital needs and the necessity to provide Union funding to match these needs, including through the CEF*

#### **Amendment 1116**

**Carlos Zorrinho, Francisco Assis**

#### **Proposal for a regulation**

**Annex I – part III – point 1 – table – Core network corridor “Atlantic”**

### *Text proposed by the Commission*

Core network corridor "Atlantic"			
Alignment	Gijón – León – Valladolid		
	A Coruña – Vigo – Orense – León–		
	Zaragoza – Pamplona/Logroño – Bilbao		
	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
	Douro river (Via Navegável do Douro)	Inland waterways	

### *Amendment*

Core network corridor "Atlantic"	
Alignment	Gijón – León – Valladolid
	A Coruña – Vigo – Orense – León–
	Zaragoza – Pamplona/Logroño – Bilbao



	Tenerife/Gran Canaria – Huelva/Sanlúcar de Barrameda – Sevilla – Córdoba		
	Algeciras – Bobadilla – Madrid		
	Sines/Lisboa – Madrid – Valladolid		
	<b>Sines – Ermidas</b>		
	Lisboa – Aveiro – Leixões/Porto – Douro river		
	<b>Porto – Vigo</b>		
	Aveiro – Valladolid – Vitoria-Gasteiz – Bergara – Bilbao/Bordeaux – Tours – Paris – Le Havre/Metz – Mannheim/Strasbourg		
	Saint Nazaire – Nantes – Tours		
Pre-identified sections	Cross-border	Evora – Merida	Rail
		Vitoria-Gasteiz – San Sebastián – Bayonne – Bordeaux	
		Aveiro – Salamanca	
		Douro river (Via Navegável do Douro)	Inland waterways

Or. en

### Amendment 1117

David-Maria Sassoli, Isabella De Monte

### Proposal for a regulation

Annex I – part III – point 1 – table – Core network corridor “Baltic-Adriatic”

*Text proposed by the Commission*

Core network corridor "Baltic – Adriatic"			
Alignment	Gdynia – Gdańsk – Katowice/Sławków		
	Gdańsk – Warszawa – Katowice		
	Katowice – Ostrava – Brno – Wien		
	Szczecin/Świnoujście – Poznań – Wrocław – Ostrava		
	Katowice – Žilina – Bratislava – Wien		
	Wien – Graz– Villach – Udine – Trieste		
	Udine – Venezia – Padova – Bologna – Ravenna – Ancona		
	Graz – Maribor –Ljubljana – Koper/Trieste		
Pre-identified sections	Cross-border	Katowice – Ostrava	Rail
		Katowice – Žilina	
		Opole – Ostrava	
		Bratislava – Wien	
		Graz – Maribor	
		Trieste – Divaca	
	Katowice – Žilina	Road	

		Brno – Wien	
	Missing link	Gloggnitz – Mürzzuschlag:	Rail
		Semmering Base tunnel	
		Graz – Klagenfurt: Koralm railway line and tunnel	
		Koper – Divača	

*Amendment*

**Core network corridor "Baltic – Adriatic"**

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

Or. en

**Amendment 1118**

**Massimiliano Salini, Fulvio Martusciello**

**Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “Baltic-Adriatic”**

*Text proposed by the Commission*

**Core network corridor "Baltic – Adriatic"**

Alignment	Gdynia – Gdańsk – Katowice/Sławków
-----------	------------------------------------

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

*Amendment*

Core network corridor "Baltic – Adriatic"

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

and tunnel
Koper – Divača

Or. en

### Amendment 1119

**Rosa D'Amato, Dario Tamburrano, Daniela Aiuto**

### Proposal for a regulation

**Annex I – Part III – point 1 – table – Core network corridor “Baltic-Adriatic”**

*Text proposed by the Commission*

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

*Amendment*

Core network corridor "Baltic – Adriatic"	
Alignment	Gdynia – Gdańsk – Katowice/Sławków
	Gdańsk – Warszawa – Katowice
	Katowice – Ostrava – Brno – Wien
	Szczecin/Świnoujście – Poznań – Wrocław – Ostrava
	Katowice – Žilina – Bratislava – Wien
	Wien – Graz– Villach – Udine – Trieste

	Udine – Venezia – Padova – Bologna – Ravenna – Ancona – <i>Foggia</i>		
	Graz – Maribor – Ljubljana – Koper/Trieste		
Pre-identified sections	Cross-border	Katowice – Ostrava	Rail
		Katowice – Žilina	
		Opole – Ostrava	
		Bratislava – Wien	
		Graz – Maribor	
		Trieste – Divaca	
		Katowice – Žilina	
	Brno – Wien		
	Missing link	Gloggnitz – Mürzzuschlag:	Rail
		Semmering Base tunnel	
Graz – Klagenfurt: Koralm railway line and tunnel			
Koper – Divača			

Or. en

#### Amendment 1120

**Inés Ayala Sender, Inmaculada Rodríguez-Piñero Fernández, Luis de Grandes Pascual, Verónica Lope Fontagné, Carolina Punset, Marina Albiol Guzmán, Esteban González Pons**

#### Proposal for a regulation

**Annex I – Part III – point 1 – table – Core network corridor “Mediterranean”**

*Text proposed by the Commission*

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

		Budapest – Miskolc – UA border	
		Lendava – Letenye	Road
		Vásárosnamény – UA border	
	Missing link	Perpignan – Montpellier	Rail
		Koper – Divača	
		Rijeka – Zagreb	
		Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	Inland waterways

*Amendment*

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

Or. es

**Amendment 1121**

**Inés Ayala Sender, Inmaculada Rodríguez Piñero**

**Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “Mediterranean”**

*Text proposed by the Commission*

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

*Amendment*

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

	Lendava – Letenye	Road
	Vásárosnamény – UA border	
Missing link	Perpignan – Montpellier	Rail
	Koper – Divača	
	Rijeka – Zagreb	
	Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	Inland waterways

Or. es

## Amendment 1122

Paloma López Bermejo

### Proposal for a regulation

Annex I – Part III – point 1 – table – Core network corridor “Mediterranean”

*Text proposed by the Commission*

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

*Amendment*

Core network corridor "Mediterranean"



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

### *Justification*

*The Sagunto-Teruel-Zaragoza rail link is considered by the current Delegated Regulation (EU) 2017/849, known as the ‘Orientation Regulation’, as forming an integral part of the core network of the trans-European transport network (TEN-T) and thus ‘to be upgraded to high-speed rail for passengers and freight’ by 2030 at the latest (compared with the comprehensive network of TEN-T which has a completion timeframe of 2050).*

Or. es

## **Amendment 1123**

**Franck Proust**

### **Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “Mediterranean”**

*Text proposed by the Commission*

Core network corridor "Mediterranean"	
Alignment	Algeciras – Bobadilla – Madrid – Zaragoza – Tarragona

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

*Amendment*

Core network corridor "Mediterranean"

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

	Rijeka – Zagreb	
	Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	Inland Waterways

*Justification*

*Including within the priority corridors of the core network a link between the Mediterranean and Atlantic Corridors is likely to strengthen the socio-economic performance of these two corridors by allowing the development of infrastructure and its use. It would also provide an opportunity to connect the ports of the Mediterranean and the Atlantic on the Bordeaux-Toulouse-Narbonne axis.*

Or. fr

**Amendment 1124**

**Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “Mediterranean”**

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 1125**

**David-Maria Sassoli, Isabella De Monte**

**Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “Mediterranean”**

*Text proposed by the Commission*

Core network corridor "Mediterranean"	
Alignment	Algeciras – Bobadilla – Madrid – Zaragoza – Tarragona
	Sevilla – Bobadilla – Murcia
	Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona
	Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia –

	Ravenna/Trieste/Koper – Ljubljana – Budapest		
	Ljubljana/Rijeka – Zagreb – Budapest – UA border		
Pre-identified sections	Cross-border	Lyon – Torino: base tunnel and access routes	Rail
		Nice – Ventimiglia	
		Trieste – Divača	
		Ljubljana – Zagreb	
		Zagreb – Budapest	
		Budapest – Miskolc – UA border	
		Lendava – Letenye	
	Vásárosnamény – UA border		
	Missing link	Perpignan – Montpellier	Rail
		Koper – Divača	
Rijeka – Zagreb			
Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste		Inland Waterways	

*Amendment*

Core network corridor "Mediterranean"

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

Or. en

## Amendment 1126

Massimiliano Salini, Alberto Cirio, Angelo Ciocca

### Proposal for a regulation

Annex I – Part III – point 1 – table – Core network corridor “Mediterranean”

*Text proposed by the Commission*

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

*Amendment*

Core network corridor "Mediterranean"			
Alignment	Algeciras – Bobadilla – Madrid – Zaragoza – Tarragona		
	Sevilla – Bobadilla – Murcia		
	Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona		
	Tarragona – Barcelona – Perpignan – Marseille – Genova – <b>La Spezia</b> /Lyon – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest		
	Ljubljana/Rijeka – Zagreb – Budapest – UA border		
Pre-identified sections	Cross-border	Lyon – Torino: base tunnel and access routes	Rail
		Nice – Ventimiglia	

		Trieste – Divača	
		Ljubljana – Zagreb	
		Zagreb – Budapest	
		Budapest – Miskolc – UA border	
		Lendava – Letenye	Road
		Vásárosnamény – UA border	
	Missing link	Perpignan – Montpellier	Rail
		Koper – Divača	
		Rijeka – Zagreb	
		Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	Inland Waterways

Or. en

**Amendment 1127**  
**Michael Cramer**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “Mediterranean”**

*Text proposed by the Commission*

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

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

Or. en

## Amendment 1128

**Izaskun Bilbao Barandica, Ramón Tremosa i Balcells**

### Proposal for a regulation

**Annex I – Part III – point 1 – table – Core network corridor “Mediterranean”**

*Text proposed by the Commission*

Core network corridor "Mediterranean"	
Alignment	Algeciras – Bobadilla – Madrid – Zaragoza – Tarragona
	Sevilla – Bobadilla – Murcia
	Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona
	Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest



Ljubljana/Rijeka – Zagreb – Budapest – UA border			
Pre-identified sections	Cross-border	Lyon – Torino: base tunnel and access routes	Rail
		Nice – Ventimiglia	
		Trieste – Divača	
		Ljubljana – Zagreb	
		Zagreb – Budapest	
		Budapest – Miskolc – UA border	
		Lendava – Letenye	
	Vásárosnamény – UA border		
	Missing link	Perpignan – Montpellier	Rail
		Koper – Divača	
Rijeka – Zagreb			
Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste		Inland Waterways	

*Amendment*

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

Or. es

## Justification

*Barcelona-Perpignan is suggested as it is not yet included. Although there is a railway connection in UIC gauge between Spain and France, the problems of interoperability persist and the actual traffic is well below the expectations placed on the line because of the lack of suitable locomotive stock for this section. There continues to be a significant unresolved cross-bordering problem that adversely affects the interests of Spain and France.*

### Amendment 1129

**Massimiliano Salini, Elisabetta Gardini**

#### Proposal for a regulation

#### Annex I – Part III – point 1 – table – Core network corridor “Mediterranean”

*Text proposed by the Commission*

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

## Amendment

Core network corridor "Mediterranean"	
Alignment	Algeciras – Bobadilla – Madrid – Zaragoza – Tarragona
	Sevilla – Bobadilla – Murcia

	Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona			
	Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest			
	Ljubljana/Rijeka – Zagreb – Budapest – UA border			
Pre-identified sections	Cross-border	Lyon – Torino: base tunnel and access routes	Rail	
		Nice – Ventimiglia		
		Trieste – Divača		
		Ljubljana – Zagreb		
		Zagreb – Budapest		
		Budapest – Miskolc – UA border		
	Missing link	Lendava – Letenye	Road	
		Vásárosnamény – UA border		
		Perpignan – Montpellier		Rail
		Koper – Divača		
Rijeka – Zagreb				
		Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste - <b><i>Ferrara/Porto Garibaldi</i></b>	Inland Waterways	

Or. en

**Amendment 1130**  
**Isabella De Monte**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “Mediterranean”**

*Text proposed by the Commission*

Core network corridor "Mediterranean"			
Alignment	Algeciras – Bobadilla – Madrid – Zaragoza – Tarragona		
	Sevilla – Bobadilla – Murcia		
	Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona		
	Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest		
	Ljubljana/Rijeka – Zagreb – Budapest – UA border		
	Pre-identified sections	Cross-border	Lyon – Torino: base tunnel and access routes
Nice – Ventimiglia			

		Trieste – Divača	
		Ljubljana – Zagreb	
		Zagreb – Budapest	
		Budapest – Miskolc – UA border	
		Lendava – Letenye	Road
		Vásárosnamény – UA border	
	Missing link	Perpignan – Montpellier	Rail
		Koper – Divača	
		Rijeka – Zagreb	
		Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	Inland Waterways

### *Amendment*

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

Or. en

### *Justification*

*The amendment aims to better identify the presence of the Idrovia Ferrarese and Po river in*

**Amendment 1131**

**Izaskun Bilbao Barandica, Ramón Tremosa i Balcells**

**Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “Mediterranean”**

*Text proposed by the Commission*

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

*Amendment*

Core network corridor "Mediterranean"			
Alignment	Algeciras – Bobadilla – Madrid – Zaragoza – Tarragona		
	Sevilla – Bobadilla – Murcia		
	Cartagena – Murcia – Valencia – Tarragona/Palma de Mallorca – Barcelona		
	Tarragona – Barcelona – Perpignan – Marseille – Genova/Lyon – Torino – Novara – Milano – Bologna/Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest		
	Ljubljana/Rijeka – Zagreb – Budapest – UA border		
Pre-	Cross-	Lyon – Torino: base tunnel and access	Rail

identified sections	border	routes	
		Nice – Ventimiglia	
		Trieste – Divača	
		Ljubljana – Zagreb	
		Zagreb – Budapest	
		Budapest – Miskolc – UA border	
		Lendava – Letenye	Road
		Vásárosnamény – UA border	
	Missing link	Perpignan – Montpellier	Rail
		<i>Madrid – Zaragoza – Barcelona</i>	
		Koper – Divača	
		Rijeka – Zagreb	
		Milano – Cremona – Mantova – Porto Levante/Venezia – Ravenna/Trieste	Inland Waterways

Or. es

### *Justification*

*The CEF Regulation of 2013 includes the pre-identified Madrid-Zaragoza-Barcelona section but this does not appear in the new proposal. This is the most heavily used intermodal freight section in the whole of Spain, incorporating the country's biggest terminals and with the largest actual traffic flows, but the line does not comply with European requirements. Maximum train length restrictions make it impossible to run trains with a length of 740 m, thus impeding competitiveness.*

### **Amendment 1132**

**Elżbieta Katarzyna Łukacijewska**

### **Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “North Sea-Baltic”**

*Text proposed by the Commission*

Core network corridor "North Sea – Baltic"	
Alignment	Luleå – Helsinki – Tallinn – Riga
	Ventspils – Riga
	Riga – Kaunas
	Klaipeda – Kaunas – Vilnius
	Kaunas – Warszawa
	BY border – Warszawa – Łódź – Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel
	Łódź – Katowice/Wrocław
	Katowice – Wrocław – Falkenberg – Magdeburg

	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover		
	Hannover – Bremen – Bremerhaven/Wilhelmshaven		
	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam		
	Utrecht – Rotterdam – Antwerpen		
	Hannover – Köln – Antwerpen		
Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	Kaunas – Vilnius	Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
		Kiel Kanal	Inland Waterways
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
		Rhine, Waal	
		Noordzeekanaal, IJssel, Twentekanaal	

*Amendment*

Core network corridor "North Sea – Baltic"

Alignment	Luleå – Helsinki – Tallinn – Riga		
	Ventspils – Riga		
	Riga – Kaunas		
	Klaipeda – Kaunas – Vilnius		
	Kaunas – Warszawa		
	BY border – Warszawa – Łódź – Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel		
	Łódź – Katowice/Wrocław		
	<b>UA/PL border – Rzeszów</b> – Katowice – Wrocław – Falkenberg – Magdeburg		
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover		
	Hannover – Bremen – Bremerhaven/Wilhelmshaven		
	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam		
	Utrecht – Rotterdam – Antwerpen		
	Hannover – Köln – Antwerpen		
	Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line
Świnoujście/Szczecin – Berlin			Rail/Inland

		Waterways
	Via Baltica Corridor EE-LV-LT-PL	Road
Missing link	Kaunas – Vilnius	Rail
	Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
	Kiel Kanal	Inland Waterways
	Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
	Rhine, Waal	
	Noordzeekanaal, IJssel, Twentekanaal	

Or. en

### *Justification*

*It makes no sense to end the Rail Freight Corridor in the middle of the country, as it is a tool for developing freight in the east - west directions. Therefore it should be prolonged to PL/UA border.*

#### **Amendment 1133**

**Edward Czesak**

#### **Proposal for a regulation**

#### **Annex I – Part III – point 1 – table – Core network corridor “North sea-Baltic”**

*Text proposed by the Commission*

Core network corridor "North Sea – Baltic"			
Alignment	Luleå – Helsinki – Tallinn – Riga		
	Ventspils – Riga		
	Riga – Kaunas		
	Klaipeda – Kaunas – Vilnius		
	Kaunas – Warszawa		
	BY border – Warszawa – <b>Łódź</b> – <b>Poznań</b> – Frankfurt/Oder – Berlin – Hamburg – Kiel		
	Łódź – Katowice/Wrocław		
	Katowice – Wrocław – Falkenberg – Magdeburg		
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover		
	Hannover – Bremen – Bremerhaven/Wilhelmshaven		
	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam		
	Utrecht – Rotterdam – Antwerpen		
	Hannover – Köln – Antwerpen		
Pre-identified sections	Cross-border	Tallinn – Riga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail



	Świnoujście/Szczecin – Berlin	Rail/Inland Waterways
	Via Baltica Corridor EE-LV-LT-PL	Road
Missing link	Kaunas – Vilnius	Rail
	Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
	Kiel Kanal	Inland Waterways
	Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
	Rhine, Waal	
	Noordzeekanaal, IJssel, Twentekanaal	

*Amendment*

Core network corridor "North Sea – Baltic"

Alignment	Luleå – Helsinki – Tallinn – Riga		
	Ventspils – Riga		
	Riga – Kaunas		
	Klaipeda – Kaunas – Vilnius		
	Kaunas – Warszawa		
	BY border – Warszawa – <b>Łódź/Poznań</b> – Frankfurt/Oder – Berlin – Hamburg – Kiel		
	Łódź – Katowice/Wrocław		
	<b>UA/PL border – Rzeszów</b> – Katowice – Wrocław – Falkenberg – Magdeburg		
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover		
	Hannover – Bremen – Bremerhaven/Wilhelmshaven		
	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam		
	Utrecht – Rotterdam – Antwerpen		
Hannover – Köln – Antwerpen			
Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	Kaunas – Vilnius	Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
		Kiel Kanal	Inland Waterways
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	

Rhine, Waal
Noordzeekanaal, IJssel, Twentekanaal

Or. en

### Amendment 1134

Algirdas Saudargas, Vilija Blinkevičiūtė, Laima Liucija Andrikienė

### Proposal for a regulation

Annex I – Part III – point 1 – table – Core network corridor “North Sea-Baltic”

*Text proposed by the Commission*

Core network corridor “North Sea – Baltic”				
Alignment	Luleå – Helsinki – Tallinn – Riga			
	Ventspils – Riga			
	Riga – Kaunas			
	Klaipeda – Kaunas – Vilnius			
	Kaunas – Warszawa			
	BY border – Warszawa – Łódź – Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel			
	Łódź – Katowice/Wrocław			
	Katowice – Wrocław – Falkenberg – Magdeburg			
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover			
	Hannover – Bremen – Bremerhaven/Wilhelmshaven			
	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht			
	Utrecht – Amsterdam			
	Utrecht – Rotterdam – Antwerpen			
	Hannover – Köln – Antwerpen			
Pre-identified sections	Cross-border	Tallinn – Riga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail	
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways	
		Via Baltica Corridor EE-LV-LT-PL	Road	
	Missing link	<b><i>Kaunas – Vilnius</i></b>		Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub		
		Kiel Kanal	Inland waterways	
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals		
		Rhine, Waal		
		Noordzeekanaal, IJssel, Twentekanaal		

*Amendment*

Core network corridor “North Sea – Baltic”				
Alignment	Luleå – Helsinki – Tallinn – Riga			
	Ventspils – Riga			
	Riga – Kaunas			
	Klaipeda – Kaunas – Vilnius			
	Kaunas – Warszawa			
	BY border – Warszawa – Łódź – Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel			
	Łódź – Katowice/Wrocław			
	Katowice – Wrocław – Falkenberg – Magdeburg			
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover			
	Hannover – Bremen – Bremerhaven/Wilhelmshaven			
	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht			
	Utrecht – Amsterdam			
	Utrecht – Rotterdam – Antwerpen			
	Hannover – Köln – Antwerpen			
Pre-identified sections	Cross-border	Tallinn–Rīga–Kaunas/ <i>Vilnius</i> – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail	
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways	
		Via Baltica Corridor EE-LV-LT-PL	Road	
	Missing link	<i>deleted</i>		Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub		Inland waterways
		Kiel Kanal		
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals		
		Rhine, Waal		
		Noordzeekanaal, IJssel, Twentekanaal		

Or. It

**Amendment 1135**

**Marian-Jean Marinescu, Laima Andrikiene**

**Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “North Sea-Baltic”**

Text proposed by the Commission

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

*Amendment*

Core network corridor "North Sea – Baltic"	
Alignment	Luleå – Helsinki – Tallinn – Riga
	Ventspils – Riga
	Riga – Kaunas
	Klaipeda – Kaunas – Vilnius
	Kaunas – Warszawa
	BY border – Warszawa – Łódź/Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel

	Łódź – Katowice/Wrocław		
	UA/PL border – Rzeszów – Katowice – Wrocław – Falkenberg – Magdeburg		
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover		
	Hannover – Bremen – Bremerhaven/Wilhelmshaven		
	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam		
	Utrecht – Rotterdam – Antwerpen		
	Hannover – Köln – Antwerpen		
Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas/ <i>Vilnius</i> – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	<i>deleted</i>	Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
		Kiel Kanal	Inland Waterways
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
		Rhine, Waal	
		Noordzeekanaal, IJssel, Twentekanaal	

Or. en

**Amendment 1136**  
**Rolandas Paksas**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “North-Baltic”**

*Text proposed by the Commission*

Core network corridor "North Sea – Baltic"	
Alignment	Luleå – Helsinki – Tallinn – Riga
	Ventspils – Riga
	Riga – Kaunas
	Klaipeda – Kaunas – Vilnius
	Kaunas – Warszawa
	BY border – Warszawa – Łódź – Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel
	Łódź – Katowice/Wrocław
	Katowice – Wrocław – Falkenberg – Magdeburg
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover

	Hannover – Bremen – Bremerhaven/Wilhelmshaven		
	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam		
	Utrecht – Rotterdam – Antwerpen		
	Hannover – Köln – Antwerpen		
Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	<b><i>Kaunas – Vilnius</i></b>	Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
		Kiel Kanal	Inland Waterways
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
		Rhine, Waal	
		Noordzeekanaal, IJssel, Twentekanaal	

*Amendment*

Core network corridor "North Sea – Baltic"

Alignment	Luleå – Helsinki – Tallinn – Riga		
	Ventspils – Riga		
	Riga – Kaunas		
	Klaipeda – Kaunas – Vilnius		
	Kaunas – Warszawa		
	BY border – Warszawa – Łódź/Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel		
	Łódź – Katowice/Wrocław		
	UA/PL border – Rzeszów – Katowice – Wrocław – Falkenberg – Magdeburg		
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover		
	Hannover – Bremen – Bremerhaven/Wilhelmshaven		
	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam		
	Utrecht – Rotterdam – Antwerpen		
	Hannover – Köln – Antwerpen		
Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas/ <b><i>Vilnius</i></b> – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways

	Via Baltica Corridor EE-LV-LT-PL	Road
Missing link	<i>deleted</i>	Rail
	Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
	Kiel Kanal	Inland Waterways
	Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
	Rhine, Waal	
	Noordzeekanaal, IJssel, Twentekanaal	

Or. en

### *Justification*

*Vilnius connection UIC gauge is an integral part of Rail Baltica project and must be co-financed at the same rate as the whole project*

#### **Amendment 1137**

**Evžen Tošenovský**

#### **Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “North Sea-Baltic”**

*Text proposed by the Commission*

Core network corridor "North Sea – Baltic"			
Alignment	Luleå – Helsinki – Tallinn – Riga		
	Ventspils – Riga		
	Riga – Kaunas		
	Klaipeda – Kaunas – Vilnius		
	Kaunas – Warszawa		
	BY border – Warszawa – Łódź – Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel		
	Łódź – Katowice/Wrocław		
	Katowice – Wrocław – Falkenberg – Magdeburg		
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover		
	Hannover – Bremen – Bremerhaven/Wilhelmshaven		
	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam		
	Utrecht – Rotterdam – Antwerpen		
Hannover – Köln – Antwerpen			
Pre-identified sections	Cross-border	Tallinn – Riga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways

	Via Baltica Corridor EE-LV-LT-PL	Road
Missing link	Kaunas – Vilnius	Rail
	Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
	Kiel Kanal	Inland Waterways
	Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
	Rhine, Waal	
	Noordzeekanaal, IJssel, Twentekanaal	

*Amendment*

Core network corridor "North Sea – Baltic"

Alignment	Luleå – Helsinki – Tallinn – Riga		
	Ventspils – Riga		
	Riga – Kaunas		
	Klaipeda – Kaunas – Vilnius		
	Kaunas – Warszawa		
	BY border – Warszawa – Łódź – Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel		
	Łódź – Katowice/Wrocław		
	Katowice – Wrocław – Falkenberg – Magdeburg		
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover		
	Hannover – Bremen – Bremerhaven/Wilhelmshaven		
	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam		
	Utrecht – Rotterdam – Antwerpen		
	Hannover – Köln – Antwerpen		
Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail
		<b><i>Antwerpen – Duisburg</i></b>	<b><i>Rail</i></b>
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	Kaunas – Vilnius	Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
		Kiel Kanal	Inland Waterways
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	



Rhine, Waal
Noordzeekanaal, IJssel, Twentekanaal

Or. en

### Amendment 1138

**Mark Demesmaeker, Anneleen Van Bossuyt, Ivo Belet, Kathleen Van Brempt**

### Proposal for a regulation

**Annex I – Part III – point 1 – table – Core network corridor “North Sea-Baltic”**

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 1139**  
**Michael Cramer**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “North Sea-Baltic”**

*Text proposed by the Commission*

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

*Amendment*

Core network corridor "North Sea – Baltic"	
Alignment	Luleå – Helsinki – Tallinn – Riga
	Ventspils – Riga
	Riga – Kaunas
	Klaipeda – Kaunas – Vilnius
	Kaunas – Warszawa
	BY border – Warszawa – Łódź – Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel
	Łódź – Katowice/Wrocław
	Katowice – Wrocław – Falkenberg – Magdeburg

	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover		
	Hannover – Bremen – Bremerhaven/Wilhelmshaven		
	Hannover – Osnabrück – / <i>Kleve</i> – <i>Nijmegen</i> / – Hengelo – Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam		
	Utrecht – Rotterdam – Antwerpen		
	Hannover – Köln – Antwerpen		
Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail
		Świnoujście/Szczecin / <i>Karniner Bridge</i> – Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	Kaunas – Vilnius	Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
		Kiel Kanal	Inland Waterways
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
		Rhine, Waal	
		Noordzeekanaal, IJssel, Twentekanaal	

Or. en

**Amendment 1140**  
**Markus Pieper**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “North-Baltic”**  
*Text proposed by the Commission*

Core network corridor "North Sea – Baltic"	
Alignment	Luleå – Helsinki – Tallinn – Riga
	Ventspils – Riga
	Riga – Kaunas
	Klaipeda – Kaunas – Vilnius
	Kaunas – Warszawa
	BY border – Warszawa – Łódź – Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel
	Łódź – Katowice/Wrocław
	Katowice – Wrocław – Falkenberg – Magdeburg
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover
	Hannover – Bremen – Bremerhaven/Wilhelmshaven

	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht			
	Utrecht – Amsterdam			
	Utrecht – Rotterdam – Antwerpen			
	Hannover – Köln – Antwerpen			
Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail	
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways	
		Via Baltica Corridor EE-LV-LT-PL	Road	
	Missing link	Kaunas – Vilnius		Rail
		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub		
		Kiel Kanal		Inland Waterways
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals		
		Rhine, Waal		
		Noordzeekanaal, IJssel, Twentekanaal		

*Amendment*

Core network corridor "North Sea – Baltic"			
Alignment	Luleå – Helsinki – Tallinn – Riga		
	Ventspils – Riga		
	Riga – Kaunas		
	Klaipeda – Kaunas – Vilnius		
	Kaunas – Warszawa		
	BY border – Warszawa – Łódź – Poznań – Frankfurt/Oder – Berlin – Hamburg – Kiel		
	Łódź – Katowice/Wrocław		
	Katowice – Wrocław – Falkenberg – Magdeburg		
	Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover		
	Hannover – Bremen – Bremerhaven/Wilhelmshaven		
	Hannover – Osnabrück – Hengelo – Almelo – Deventer – Utrecht		
	Utrecht – Amsterdam		
	Utrecht – Rotterdam – Antwerpen		
	Hannover – Köln – Antwerpen		
Pre-identified sections	Cross-border	Tallinn – Rīga – Kaunas – Warszawa: Rail Baltic new UIC gauge fully interoperable line	Rail
		Świnoujście/Szczecin – Berlin	Rail/Inland Waterways
		Via Baltica Corridor EE-LV-LT-PL	Road
	Missing link	Kaunas – Vilnius	

		Warszawa/Idzikowice – Poznań/Wrocław, incl. connections to the planned Central Transport Hub	
		Kiel Kanal	Inland Waterways
		Berlin – Magdeburg – Hannover; Mittellandkanal; western German canals	
		Rhine, Waal	
		Noordzeekanaal, IJssel, Twentekanaal	
	<b>Upgrading (double- track)</b>	<b>Ruhrgebiet – Münster – Osnabrück – Hamburg</b>	

*Justification*

*This project has been adopted in TRAN on 18.12.2012. It concerns a high-speed line, though only a one track line. This creates congestions and delays, as trains have to stop to give priority to high-speed trains. A second track solves this problem, facilitating transport, increasing capacities on rail line for cargo and passengers.*

Or. en

**Amendment 1141**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “North Sea-  
Mediterranean”**

*Text proposed by the Commission*

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

		river basins	
		Rhine-Scheldt corridor	
	Missing link	Albertkanaal/Canal Bochoolt-Herentals	Inland Waterways
		Dunkerque – Lille	

*Amendment*

Core network corridor "North Sea – Mediterranean"			
Alignment	<i>deleted</i>		
	<i>deleted</i>		
	<i>deleted</i>		
	<b><i>Baile Átha Cliath/Dublin/Corcaigh/Cork – Zeebrugge/ Antwerpen/ Rotterdam</i></b>		
	<b><i>UK Border</i></b> – Lille – Brussel/Bruxelles		
	Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg		
	Luxembourg – Metz – Dijon – Macon – Lyon – Marseille		
	Luxembourg – Metz – Strasbourg – Basel		
	Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris		
Pre-identified sections	Cross-border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
		Terneuzen – Gent	Inland Waterways
		Seine – Escaut Network and the related Seine, Escaut and Meuse river basins	
		Rhine-Scheldt corridor	
Missing link		Albertkanaal/Canal Bochoolt-Herentals	Inland Waterways
		Dunkerque – Lille	

Or. en

**Amendment 1142**  
**Matt Carthy**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “North Sea-Mediterranean”**

*Text proposed by the Commission*

Core network corridor "North Sea – Mediterranean"			
Alignment	<b><i>Belfast – Dublin</i></b> – Shannon Foynes/Cork		
	Glasgow/Edinburgh – Liverpool/Manchester – Birmingham		
	Birmingham – Felixstowe/London/Southampton		

	London – Lille – Brussel/Bruxelles		
	Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg		
	Luxembourg – Metz – Dijon – Macon – Lyon – Marseille		
	Luxembourg – Metz – Strasbourg – Basel		
	Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris		
Pre-identified sections	Cross-border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
		Terneuzen – Gent	Inland Waterways
		Seine – Escaut Network and the related Seine, Escaut and Meuse river basins	
		Rhine-Scheldt corridor	
Missing link	Albertkanaal/Canal Bocholt-Herentals	Dunkerque – Lille	Inland Waterways

*Amendment*

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

Or. en

*Justification*

*Ireland's Western Arc is a cross-border network that has been denied EU transport funding..*



*It is the most remote region in Ireland on the most Western periphery of the EU. The West & border regions of Ireland will suffer most under Brexit due to its lack of transport infrastructure. Ireland has one of the most centralised economies in the EU, causing extreme stress on Ireland's economy and contributing to the state's largest housing crisis, and continual emigration of its citizens. There is a strong need to use EU transport funding to ensure balanced regional development.*

**Amendment 1143**  
**Michael Cramer**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “North Sea-Mediterranean”**

*Text proposed by the Commission*

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

*Amendment*

Core network corridor "North Sea – Mediterranean"	
Alignment	Belfast – Dublin – Shannon Foynes/Cork
	Glasgow/Edinburgh – Liverpool/Manchester – Birmingham
	Birmingham – Felixstowe/London/Southampton
	London – Lille – <b>cross-border rail link <i>Bruxelles-Quévrain-Valenciennes</i></b> – Brussel/Bruxelles
	Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg

	Luxembourg – Metz – Dijon – Macon – Lyon – Marseille		
	Luxembourg – Metz – Strasbourg – Basel		
	Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris		
Pre-identified sections	Cross-border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
		Terneuzen – Gent	Inland Waterways
		Seine – Escaut Network and the related Seine, Escaut and Meuse river basins	
		Rhine-Scheldt corridor	
Missing link	Missing link	Albertkanaal/Canal Bocholt-Herentals	Inland Waterways
		Dunkerque – Lille	

Or. en

#### Amendment 1144

Renaud Muselier, Franck Proust, Tokia Saifi

#### Proposal for a regulation

Annex I – Part III – point 1 – table – Core network corridor “North Sea-Mediterranean”

*Text proposed by the Commission*

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

*Amendment*

## Core network corridor "North Sea – Mediterranean"

Alignment	Belfast – Dublin – Shannon Foynes/Cork		
	<b><i>Shannon Foynes – Dublin – Cork – Calais – Dunkerque – Zeebrugge – Anvers – Rotterdam</i></b>		
	<b><i>Shannon Foynes – Dublin – Rosslare – Waterford - Cork – Brest – Roscoff – Cherbourg – Caen – Le Havre – Rouen – Paris</i></b>		
	Glasgow/Edinburgh – Liverpool/Manchester – Birmingham		
	Birmingham – Felixstowe/London/Southampton		
	London – Lille – Brussel/Bruxelles		
	Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg		
	Luxembourg – Metz – Dijon – Macon – Lyon – Marseille		
	Luxembourg – Metz – Strasbourg – Basel		
	Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris		
Pre-identified sections	Cross-border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
		Terneuzen – Gent	Inland Waterways
	Seine – Escaut Network and the related Seine, Escaut and Meuse river basins		
	Rhine-Scheldt corridor		
Missing link		Albertkanaal/Canal Bochoolt-Herentals	Inland Waterways
		Dunkerque – Lille	

Or. fr

*Justification*

*Cet amendement reprend et complète la proposition de la Commission européenne de modification du règlement MIE dans le cas où la sortie du Royaume-Uni se ferait sans accord.*

*Des liaisons maritimes vers les ports français devraient être intégrées au tracé du corridor Mer du Nord – Méditerranée. La proximité géographique et les flux existants entre l'Irlande et les ports français de Dunkerque, Calais, Le Havre, Rouen, Caen, Cherbourg, Roscoff et Brest démontrent une connexion évidente répondant à l'enjeu de la connectivité de l'Irlande à l'Europe continentale et aux besoins des opérateurs du commerce extérieur.*

**Amendment 1145****Karima Delli****Proposal for a regulation****Annex I – Part III – point 1 – table – Core network corridor “North Sea-**

## Mediterranean”

*Text proposed by the Commission*

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

### *Amendment*

Core network corridor "North Sea – Mediterranean"			
Alignment	Belfast – Dublin – Shannon Foynes/Cork		
	<b><i>Shannon Foynes - Dublin - Cork - Calais - Dunkerque - Zeebrugge - Anvers - Rotterdam</i></b>		
	<b><i>Shannon Foynes - Dublin - Rosslare - Waterford - Cork - Brest - Roscoff - Cherbourg - Caen - Le Havre - Rouen - Paris</i></b>		
	Glasgow/Edinburgh – Liverpool/Manchester – Birmingham		
	Birmingham – Felixstowe/London/Southampton		
	London – Lille – Brussel/Bruxelles		
	Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg		
	Luxembourg – Metz – Dijon – Macon – Lyon – Marseille		
	Luxembourg – Metz – Strasbourg – Basel		
	Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris		
Pre-identified sections	Cross-border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
		Terneuzen – Gent	Inland Waterways
		Seine – Escaut Network and the	

		related Seine, Escaut and Meuse river basins	
		Rhine-Scheldt corridor	
	Missing link	Albertkanaal/Canal Bocholt-Herentals	Inland Waterways
		Dunkerque – Lille	

Or. en

### *Justification*

*Given the withdrawal of the United Kingdom from the EU, new maritime connections are necessary to link Ireland with the rest of the continent under short notice and without waiting for the review of the TEN-T regulation planned for 2023.*

*A more important reset of the TEN-T core and comprehensive network is nevertheless expected to ensure a coherent network in the EU27.*

### **Amendment 1146 Dominique Riquet**

#### **Proposal for a regulation**

#### **Annex I – Part III – point 1 – table – Core network corridor “North Sea-Mediterranean”**

#### *Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 1147**

**Deirdre Clune**

**Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “North Sea-Mediterranean”**

*Text proposed by the Commission*

Core network corridor "North Sea – Mediterranean"	
Alignment	Belfast – Dublin – Shannon Foynes/Cork
	Glasgow/Edinburgh – Liverpool/Manchester – Birmingham
	Birmingham – Felixstowe/London/Southampton
	London – Lille – Brussel/Bruxelles
	Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg
	Luxembourg – Metz – Dijon – Macon – Lyon – Marseille
	Luxembourg – Metz – Strasbourg – Basel
	Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris

Pre-identified sections	Cross-border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
		Terneuzen – Gent	Inland Waterways
		Seine – Escaut Network and the related Seine, Escaut and Meuse river basins	
		Rhine-Scheldt corridor	
Missing link	Missing link	Albertkanaal/Canal Bocholt-Herentals	Inland Waterways
		Dunkerque – Lille	

*Amendment*

Core network corridor "North Sea – Mediterranean"

Alignment	Belfast – Dublin – Shannon Foynes/Cork		
	Glasgow/Edinburgh – Liverpool/Manchester – Birmingham		
	Birmingham – Felixstowe/London/Southampton		
	London – Lille – Brussel/Bruxelles		
	Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg		
	Luxembourg – Metz – Dijon – Macon – Lyon – Marseille		
	Luxembourg – Metz – Strasbourg – Basel		
	Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris		
	<b><i>Shannon Foynes – Dublin – Cork – Calais – Dunkirk – Zeebrugge – Antwerp – Rotterdam</i></b>		
Pre-identified sections	Cross-border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
		Terneuzen – Gent	Inland Waterways
		Seine – Escaut Network and the related Seine, Escaut and Meuse river basins	
		Rhine-Scheldt corridor	
Missing link	Missing link	Albertkanaal/Canal Bocholt-Herentals	Inland Waterways
		Dunkerque – Lille	

Or. en

**Amendment 1148**

**Christine Revault d'Allonnes Bonnefoy**

**Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “North Sea-Mediterranean”**

*Text proposed by the Commission*

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

*Amendment*

Core network corridor "North Sea – Mediterranean"			
Alignment	Belfast – Dublin – Shannon Foynes/Cork		
	<b><i>Shannon Foynes – Dublin – Rosslare – Waterford – Cork – Brest – Roscoff – Cherbourg – Caen – Le Havre – Rouen – Paris</i></b>		
	Glasgow/Edinburgh – Liverpool/Manchester – Birmingham		
	Birmingham – Felixstowe/London/Southampton		
	London – Lille – Brussel/Bruxelles		
	Amsterdam – Rotterdam – Antwerp – Brussel/Bruxelles – Luxembourg		
	Luxembourg – Metz – Dijon – Macon – Lyon – Marseille		
	Luxembourg – Metz – Strasbourg – Basel		
	Antwerpen/Zeebrugge – Gent – <b><i>Calais</i></b> /Dunkerque/Lille – Paris		
Pre-identified sections	Cross-border	Brussel/Bruxelles – Luxembourg – Strasbourg	Rail
		Terneuzen – Gent	Inland Waterways
		Seine – Escaut Network and the related Seine, Escaut and Meuse river basins	
		Rhine-Scheldt corridor	



	Missing link	Albertkanaal/Canal Bochoolt-Herentals	Inland Waterways
		Dunkerque – Lille	

Or. fr

**Amendment 1149**  
**Michael Cramer**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “Orient-East-Med”**

*Text proposed by the Commission*

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

*Amendment*

Core network corridor "Orient-East-Med"	
Alignment	Hamburg – Berlin

	Rostock – Berlin – Dresden		
	Bremerhaven/Wilhelmshaven – Magdeburg – Dresden		
	Dresden – Ústí nad Labem – Melnik/Praha – Lysá nad Labem/Poříčany – Kolin		
	Kolin – Pardubice – Brno – Wien/Bratislava – Budapest – Arad – Timișoara – Craiova – Calafat – Vidin – Sofia		
	Sofia – Plovdiv – Burgas		
	Plovdiv – TR border – Alexandroupoli – Kavala – Thessaloniki – Ioannina – Kakavia/Igoumenitsa		
	FYROM border – Thessaloniki		
	Sofia – Thessaloniki – Athina – Piraeus/Ikonio – Heraklion – Lemesos (Vasiliko) – Lefkosia		
	Athina – Patras/Igoumenitsa		
Pre-identified sections	Cross-border	Dresden – Praha	Rail
		Wien/Bratislava – Budapest	
		Békéscsaba – Arad	
		Calafat – Vidin – Sofia – Thessaloniki	
		TR border – Alexandroupoli	
		FYROM border – Thessaloniki	
		Ioannina – Kakavia (AL border)	
	<i>deleted</i>	<i>deleted</i>	
Missing link	Thessaloniki – Kavala	Rail	

Or. en

**Amendment 1150**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “Orient-East-Med”**

*Text proposed by the Commission*

Core network corridor "Orient-East-Med"	
Alignment	Hamburg – Berlin
	Rostock – Berlin – Dresden
	Bremerhaven/Wilhelmshaven – Magdeburg – Dresden
	Dresden – Ústí nad Labem – Melnik/Praha – Lysá nad Labem/Poříčany – Kolin
	Kolin – Pardubice – Brno – Wien/Bratislava – Budapest – Arad – Timișoara – Craiova – Calafat – Vidin – Sofia
	Sofia – Plovdiv – Burgas
	Plovdiv – TR border – Alexandroupoli – Kavala – Thessaloniki – Ioannina – Kakavia/Igoumenitsa

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

*Amendment*

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

	Pardubice	waterways
Missing link	Thessaloniki – Kavala	Rail

Or. en

**Amendment 1151**  
**Andor Deli**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “Orient-East-Med”**

*Text proposed by the Commission*

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

*Amendment*

Core network corridor "Orient-East-Med"		
Alignment	Hamburg – Berlin	
	Rostock – Berlin – Dresden	

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

Or. en

**Amendment 1152**  
**Markus Pieper**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “Rhine-Alpine”**

*Text proposed by the Commission*

Core network corridor " Rhine – Alpine"	
Alignment	Genova – Milano – Lugano – Basel
	Genova – Novara – Brig – Bern – Basel – Karlsruhe – Mannheim – Mainz – Koblenz – Köln
	Köln – Düsseldorf – Duisburg – Nijmegen/Arnhem – Utrecht – Amsterdam
	Nijmegen – Rotterdam – Vlissingen
	Köln – Liège – Bruxelles/Brussel – Gent
	Liège – Antwerpen – Gent – Zeebrugge

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

*Amendment*

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

Or. en

*Justification*

*This section will provide an alternative rail route between the seaports of the North Sea and the metropolitan Rhein-Ruhr Area in Germany, mainly based on upgraded existing rail infrastructure. Presently the Montzen-route is the predominant route for rail freight transport between the Flemish seaports and the German hinterland. However, this route has capacity limitations. The link can also facilitate both regional and international cross-border passenger transport.*

**Amendment 1153**

**Michael Cramer**

**Proposal for a regulation**

**Annex I – part III – point 1 – table – Core network corridor “Rhine-Alpine”**

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

**Amendment 1154**  
**Markus Ferber**

**Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “Rhine-Alpine”**

*Text proposed by the Commission*

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

*Amendment*

Core network corridor " Rhine – Alpine"			
Alignment	Genova – Milano – Lugano – Basel		
	Genova – Novara – Brig – Bern – Basel – Karlsruhe – Mannheim – Mainz – Koblenz – Köln		
	<b><i>Milano - Verona - Trento - Bozen - Innsbruck - München, including the Brenner Corridor</i></b>		
	Köln – Düsseldorf – Duisburg – Nijmegen/Arnhem – Utrecht – Amsterdam		
	Nijmegen – Rotterdam – Vlissingen		
	Köln – Liège – Bruxelles/Brussel – Gent		
Pre-identified sections	Cross-border	Zevenaar – Emmerich – Oberhausen	Rail
		Karlsruhe – Basel	
		Milano/Novara – CH border	
		Basel – Antwerpen/Rotterdam – Amsterdam	
	Missing link	Genova – Tortona/Novi Ligure	Rail

Or. en



**Amendment 1155**  
**Marian- Jean Marinescu**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “Rhine-Danube”**

*Text proposed by the Commission*

Core network corridor "Rhine – Danube"			
Alignment	Strasbourg – Stuttgart – München – Wels/Linz		
	Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz		
	München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border		
	Wels/Linz – Wien – Bratislava – Budapest – Vukovar		
	Wien/Bratislava – Budapest – Arad – Braşov/Craiova – Bucureşti – Constanta – Sulina		
Pre-identified sections	Cross-border	München – Praha	Rail
		Nürnberg – Plzen	
		München – Mühldorf – Freilassing - Salzburg	
		Strasbourg – Kehl Appenweier	
		Hranice – Žilina	
		Wien – Bratislava/Budapest	
		Bratislava – Budapest	
		Békéscsaba – Arad	Inland Waterways
		Danube (Kehlheim - Constanţa/Midia/Sulina) and the related Sava and Tisza river basins	
		Zlín – Žilina	
	Missing link	Stuttgart – Ulm	Rail
		Salzburg – Linz	
		Arad – Craiova	
		Bucureşti – Constanţa	

*Amendment*

Core network corridor "Rhine – Danube"	
Alignment	Strasbourg – Stuttgart – München – Wels/Linz
	Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz
	München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border
	Wels/Linz – Wien – Bratislava – Budapest – Vukovar
	Wien/Bratislava – Budapest – Arad – Braşov/Craiova - Bucureşti -

<i>Focșani – Albita (MD border) / Constanta – Sulina</i>			
Pre-identified sections	Cross-border	München – Praha	Rail
		Nürnberg – Plzen	
		München – Mühldorf – Freilassing - Salzburg	
		Strasbourg – Kehl Appenweier	
		Hranice – Žilina	
		Wien – Bratislava/Budapest	
		Bratislava – Budapest	
		Békéscsaba – Arad	
	Danube (Kehlheim - Constanța/Midia/Sulina) and the related Sava and Tisza river basins	Inland Waterways	
	Zlín – Žilina	Road	
Missing link	Stuttgart – Ulm	Rail	
	Salzburg – Linz		
	Arad – Craiova		
	București – Constanța		
	<i>Arad - Brasov</i>		<i>Rail</i>
	<i>Brasov - Predeal</i>		<i>Rail</i>
<i>București - Craiova</i>	<i>Rail</i>		

Or. en

**Amendment 1156**  
**Markus Ferber**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “Rhine-Danube”**

*Text proposed by the Commission*

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

	Nürnberg – Plzen	
	München – Mühlendorf – Freilassing - Salzburg	
	Strasbourg – Kehl Appenweier	
	Hranice – Žilina	
	Wien – Bratislava/Budapest	
	Bratislava – Budapest	
	Békéscsaba – Arad	
	Danube (Kehlheim - Constanța/Midia/Sulina) and the related Sava and Tisza river basins	Inland Waterways
	Zlín – Žilina	Road
Missing link	Stuttgart – Ulm	Rail
	Salzburg – Linz	
	Arad – Craiova	
	București – Constanța	

*Amendment*

Core network corridor "Rhine – Danube"			
Alignment	<b><i>Paris</i></b> – Strasbourg – Stuttgart – <b><i>Augsburg</i></b> - München – Wels/Linz – <b><i>Wien</i></b> – <b><i>Bratislava</i></b>		
	<b><i>deleted</i></b>		
	München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border		
	Wels/Linz – Wien – Bratislava – Budapest – Vukovar		
	Wien/Bratislava – Budapest – Arad – Brašov/Craiova – București – Constanta – Sulina		
Pre-identified sections	Cross-border	München – Praha	Rail
		Nürnberg – Plzen	
		München – Mühlendorf – Freilassing - Salzburg	
		Strasbourg – Kehl Appenweier	
		Hranice – Žilina	
		Wien – Bratislava/Budapest	
		Bratislava – Budapest	
		Békéscsaba – Arad	
		Danube (Kehlheim - Constanța/Midia/Sulina) and the related Sava and Tisza river basins	Inland Waterways
		Zlín – Žilina	Road
	Missing link	Stuttgart – Ulm	Rail
		Salzburg – Linz	
		Arad – Craiova	
		București – Constanța	

**Amendment 1157**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “Rhine-Danube”**

*Text proposed by the Commission*

Core network corridor "Rhine – Danube"			
Alignment	Strasbourg – Stuttgart – München – Wels/Linz		
	Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz		
	München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border		
	Wels/Linz – Wien – Bratislava – Budapest – Vukovar		
	Wien/Bratislava – Budapest – Arad – Braşov/Craiova – Bucureşti – Constanta – Sulina		
Pre-identified sections	Cross-border	München – Praha	Rail
		Nürnberg – Plzen	
		München – Mühldorf – Freilassing - Salzburg	
		Strasbourg – Kehl Appenweier	
		Hranice – Žilina	
		Wien – Bratislava/Budapest	
		Bratislava – Budapest	
		Békéscsaba – Arad	
	Danube (Kehlheim - Constanţa/Midia/Sulina) and the related Sava and Tisza river basins	Inland Waterways	
Missing link	Zlín – Žilina	Stuttgart – Ulm	Road
		Salzburg – Linz	
		Arad – Craiova	
		Bucureşti – Constanţa	

*Amendment*

Core network corridor "Rhine – Danube"	
Alignment	Strasbourg – Stuttgart – München – <b>Salzburg</b> - Wels/Linz
	Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz
	München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border

	Wels/Linz – Wien – Bratislava – Budapest – Vukovar		
	Wien/Bratislava – Budapest – Arad – Braşov/Craiova – Bucureşti – Constanta – Sulina		
Pre-identified sections	Cross-border	München – Praha	Rail
		Nürnberg – Plzen	
		München – Mühlendorf – Freilassing - Salzburg	
		Strasbourg – Kehl Appenweier	
		Hranice – Žilina	
		Wien – Bratislava/Budapest	
		Bratislava – Budapest	
		Békéscsaba – Arad	
	Missing link	Danube (Kehlheim - Constanţa/Midia/Sulina) and the related Sava and Tisza river basins	Inland Waterways
		Zlín – Žilina	Road
		Stuttgart – Ulm	Rail
		Salzburg – Linz	
Arad – Craiova			
	Bucureşti – Constanţa		

Or. en

**Amendment 1158**  
**Michael Cramer**

**Proposal for a regulation**  
**Annex I – part III – point 1 – table – Core network corridor “Rhine-Danube”**

*Text proposed by the Commission*

Core network corridor "Rhine – Danube"			
Alignment	Strasbourg – Stuttgart – München – Wels/Linz		
	Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz		
	München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border		
	Wels/Linz – Wien – Bratislava – Budapest – Vukovar		
	Wien/Bratislava – Budapest – Arad – Braşov/Craiova – Bucureşti – Constanta – Sulina		
Pre-identified sections	Cross-border	München – Praha	Rail
		Nürnberg – Plzen	
		München – Mühlendorf – Freilassing	

	- Salzburg	
	Strasbourg – Kehl Appenweier	
	Hranice – Žilina	
	Wien – Bratislava/Budapest	
	Bratislava – Budapest	
	Békéscsaba – Arad	
	<b><i>Danube (Kehlheim - Constanța/Midia/Sulina) and the related Sava and Tisza river basins</i></b>	<b><i>Inland Waterways</i></b>
	Zlín – Žilina	Road
Missing link	Stuttgart – Ulm	Rail
	Salzburg – Linz	
	Arad – Craiova	
	București – Constanța	

*Amendment*

Core network corridor "Rhine – Danube"			
Alignment	Strasbourg – Stuttgart – München – Wels/Linz		
	Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz		
	München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border		
	Wels/Linz – Wien – Bratislava – Budapest – Vukovar		
	Wien/Bratislava – Budapest – Arad – Brașov/Craiova – București – Constanta – Sulina		
Pre-identified sections	Cross-border	München – Praha	Rail
		Nürnberg – Plzen	
		München – Mühlendorf – Freilassing - Salzburg	
		Strasbourg – Kehl Appenweier	
		Hranice – Žilina	
		Wien – Bratislava/Budapest	
		Bratislava – Budapest	
		Békéscsaba – Arad	
		<b><i>deleted</i></b>	<b><i>deleted</i></b>
	Zlín – Žilina	Road	
Missing link	Stuttgart – Ulm	Rail	
	Salzburg – Linz		
	Arad – Craiova		
	București – Constanța		

Or. en

**Amendment 1159**  
**Marita Ulvskog, Olle Ludvigsson**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “Scandinavian-Mediterranean”**

*Text proposed by the Commission*

Core network corridor "Scandinavian – Mediterranean"			
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö		
	Narvik/Oulu – Luleå – Umeå – Stockholm		
	Oslo – Goteburg – Malmö – Trelleborg		
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn		
	København – Kolding/Lübeck – Hamburg – Hannover		
	Bremerhaven – Bremen – Hannover – Nürnberg		
	Rostock – Berlin – Leipzig – München		
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze		
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta		
	Napoli – Gioia Tauro – Palermo/Augusta – Valletta		
	Pre-identified sections	Cross-border	RU border – Helsinki
København – Hamburg: Fehmarn belt fixed link access routes			
München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes			
		København – Hamburg: Fehmarn belt fixed link	Rail/Road

*Amendment*

Core network corridor "Scandinavian – Mediterranean"	
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö
	Narvik/Oulu – Luleå – Umeå – Stockholm
	Oslo – Goteburg – Malmö – Trelleborg
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn
	København – Kolding/Lübeck – Hamburg – Hannover
	Bremerhaven – Bremen – Hannover – Nürnberg
	Rostock – Berlin – Leipzig – München
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta

	Napoli – Gioia Tauro – Palermo/Augusta – Valletta		
Pre-identified sections	Cross-border	RU border – Helsinki	Rail
		København – Hamburg: Fehmarn belt fixed link access routes	
		München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
		København – Hamburg: Fehmarn belt fixed link	Rail/Road
		<b>Trelleborg - Malmö - Göteborg - No border (cross-border, rail)</b>	<b>Rail</b>

Or. en

**Amendment 1160**  
**Sven Schulze, Dieter-Lebrecht Koch**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “Scandinavian-Mediterranean”**

*Text proposed by the Commission*

Core network corridor "Scandinavian – Mediterranean"			
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö		
	Narvik/Oulu – Luleå – Umeå – Stockholm		
	Oslo – Goteburg – Malmö – Trelleborg		
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn		
	København – Kolding/Lübeck – Hamburg – Hannover		
	Bremerhaven – Bremen – Hannover – Nürnberg		
	Rostock – Berlin – Leipzig – München		
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze		
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta		
	Napoli – Gioia Tauro – Palermo/Augusta – Valletta		
Pre-identified sections	Cross-border	RU border – Helsinki	Rail
		København – Hamburg: Fehmarn belt fixed link access routes	
		München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and	



	its access routes	
	København – Hamburg: Fehmarn belt fixed link	Rail/Road

*Amendment*

Core network corridor "Scandinavian – Mediterranean"			
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö		
	Narvik/Oulu – Luleå – Umeå – Stockholm		
	Oslo – Goteburg – Malmö – Trelleborg		
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn		
	København – Kolding/Lübeck – Hamburg – Hannover		
	Bremerhaven – Bremen – Hannover – Nürnberg		
	Rostock – Berlin – <b>Halle/Leipzig – Erfurt/Weimar</b> – München		
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze		
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta		
	Napoli – Gioia Tauro – Palermo/Augusta – Valletta		
Pre-identified sections	Cross-border	RU border – Helsinki	Rail
		København – Hamburg: Fehmarn belt fixed link access routes	
		München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
		København – Hamburg: Fehmarn belt fixed link	Rail/Road

Or. en

*Justification*

*The core network corridor "Scandinavian – Mediterranean" runs through the agglomeration of Halle/Leipzig and Erfurt/Weimar. This is already the case today (cf. the railway high speed track Berlin-Halle/leipzig- Erfurt/Weimar- Munich). To single out Leipzig or Erfurt would not correspond the EU strategy for metropolitan regions.*

**Amendment 1161**

**Miriam Dalli**

**Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “Scandinavian-Mediterranean”**

*Text proposed by the Commission*

Core network corridor "Scandinavian – Mediterranean"			
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö		
	Narvik/Oulu – Luleå – Umeå – Stockholm		
	Oslo – Goteburg – Malmö – Trelleborg		
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn		
	København – Kolding/Lübeck – Hamburg – Hannover		
	Bremerhaven – Bremen – Hannover – Nürnberg		
	Rostock – Berlin – Leipzig – München		
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze		
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta		
	Napoli – Gioia Tauro – Palermo/Augusta – Valletta		
Pre-identified sections	Cross-border	RU border – Helsinki	Rail
		København – Hamburg: Fehmarn belt fixed link access routes	
		München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
		København – Hamburg: Fehmarn belt fixed link	Rail/Road

*Amendment*

Core network corridor "Scandinavian – Mediterranean"			
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö		
	Narvik/Oulu – Luleå – Umeå – Stockholm		
	Oslo – Goteburg – Malmö – Trelleborg		
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn		
	København – Kolding/Lübeck – Hamburg – Hannover		
	Bremerhaven – Bremen – Hannover – Nürnberg		
	Rostock – Berlin – Leipzig – München		
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze		
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta		
	Napoli – Gioia Tauro – Palermo/Augusta – Valletta – <b>Marsaxlokk</b>		
Pre-identified sections	Cross-border	RU border – Helsinki	Rail
		København – Hamburg: Fehmarn belt fixed link access routes	

	München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
	København – Hamburg: Fehmarn belt fixed link	Rail/Road

Or. en

### *Justification*

*In the process of simplification, the core network corridor port of Marsaxlokk has been removed, therefore, it should be reinstated as it is on the Core network and should therefore be re-included.*

### **Amendment 1162**

**Rosa D'Amato, Dario Tamburrano, Daniela Aiuto**

### **Proposal for a regulation**

**Annex I – Part III – point 1 – table – Core network corridor “Scandinavian-Mediterranean”**

### *Text proposed by the Commission*

Core network corridor "Scandinavian – Mediterranean"			
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö		
	Narvik/Oulu – Luleå – Umeå – Stockholm		
	Oslo – Göteborg – Malmö – Trelleborg		
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn		
	København – Kolding/Lübeck – Hamburg – Hannover		
	Bremerhaven – Bremen – Hannover – Nürnberg		
	Rostock – Berlin – Leipzig – München		
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze		
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta		
	Napoli – Gioia Tauro – Palermo/Augusta – Valletta		
Pre-identified sections	Cross-border	RU border – Helsinki	Rail
		København – Hamburg: Fehmarn belt fixed link access routes	
		München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
		København – Hamburg: Fehmarn belt fixed link	Rail/Road

*Amendment*

Core network corridor "Scandinavian – Mediterranean"			
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö		
	Narvik/Oulu – Luleå – Umeå – Stockholm		
	Oslo – Goteburg – Malmö – Trelleborg		
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn		
	København – Kolding/Lübeck – Hamburg – Hannover		
	Bremerhaven – Bremen – Hannover – Nürnberg		
	Rostock – Berlin – Leipzig – München		
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze		
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta		
	Napoli – Gioia Tauro – Palermo/Augusta – Valletta		
	<b><i>Cagliari</i></b>		
Pre-identified sections	Cross-border	RU border – Helsinki	Rail
		København – Hamburg: Fehmarn belt fixed link access routes	
		München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
	København – Hamburg: Fehmarn belt fixed link	Rail/Road	

Or. en

**Amendment 1163**  
**Michael Cramer**

**Proposal for a regulation**  
**Annex I – Part III – point 1 – table – Core network corridor “Scandinavian-Mediterranean”**

*Text proposed by the Commission*

Core network corridor "Scandinavian – Mediterranean"	
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö
	Narvik/Oulu – Luleå – Umeå – Stockholm
	Oslo – Goteburg – Malmö – Trelleborg
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn

	København – Kolding/Lübeck – Hamburg – Hannover		
	Bremerhaven – Bremen – Hannover – Nürnberg		
	Rostock – Berlin – Leipzig – München		
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze		
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta		
	Napoli – Gioia Tauro – Palermo/Augusta – Valletta		
Pre-identified sections	Cross-border	RU border – Helsinki	Rail
		København – Hamburg: Fehmarn belt fixed link access routes	
		München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
		København – Hamburg: Fehmarn <i>belt fixed link</i>	Rail/Road

*Amendment*

Core network corridor "Scandinavian – Mediterranean"			
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö		
	Narvik/Oulu – Luleå – Umeå – Stockholm		
	Oslo – Goteburg – Malmö – Trelleborg		
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn		
	København – Kolding/Lübeck – Hamburg – Hannover		
	Bremerhaven – Bremen – Hannover – Nürnberg		
	Rostock – Berlin – Leipzig – München		
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze		
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta		
	Napoli – Gioia Tauro – Palermo/Augusta – Valletta		
Pre-identified sections	Cross-border	RU border – Helsinki	Rail
		København – Hamburg: Fehmarn belt fixed link access routes	
		München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
		København – Hamburg: Fehmarn <i>ferry</i>	Rail/Road

Or. en

**Amendment 1164****Jeppe Kofod****Proposal for a regulation****Annex I – Part III – point 1 – table – Core network corridor “Scandinavian-Mediterranean”***Text proposed by the Commission*

Core network corridor "Scandinavian – Mediterranean"			
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö		
	Narvik/Oulu – Luleå – Umeå – Stockholm		
	Oslo – Goteburg – Malmö – Trelleborg		
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn		
	København – Kolding/Lübeck – Hamburg – Hannover		
	Bremerhaven – Bremen – Hannover – Nürnberg		
	Rostock – Berlin – Leipzig – München		
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze		
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta		
	Napoli – Gioia Tauro – Palermo/Augusta – Valletta		
	Pre-identified sections	Cross-border	RU border – Helsinki
København – Hamburg: Fehmarn belt fixed link access routes			
München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes			
		København – Hamburg: Fehmarn belt fixed link	Rail/Road

*Amendment*

Core network corridor "Scandinavian – Mediterranean"	
Alignment	RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Örebro – Malmö
	Narvik/Oulu – Luleå – Umeå – Stockholm
	Oslo – Goteburg – Malmö – Trelleborg
	Malmö – København – Fredericia – Aarhus – Aalborg - Hirtshals/Frederikshavn
	København – Kolding/Lübeck – Hamburg – Hannover
	Bremerhaven – Bremen – Hannover – Nürnberg
	Rostock – Berlin – Leipzig – München
	Nürnberg – München – Innsbruck – Verona – Bologna – Ancona/Firenze
	Livorno/La Spezia – Firenze – Roma – Napoli – Bari – Taranto – Valletta

Napoli – Gioia Tauro – Palermo/Augusta – Valletta			
Pre-identified sections	Cross-border	RU border – Helsinki	Rail
		København – Hamburg: Fehmarn belt fixed link access routes	
		München – Wörgl – Innsbruck – Fortezza – Bolzano – Trento – Verona: Brenner base tunnel and its access routes	
		<b><i>Göteborg-Oslo</i></b>	
		<b><i>Helsingborg-Helsingør</i></b>	
		<b><i>Copenhagen-Malmö</i></b>	
	København – Hamburg: Fehmarn belt fixed link	Rail/Road	

Or. en

### Amendment 1165

Rosa D'Amato, Dario Tamburrano, Daniela Aiuto

#### Proposal for a regulation

##### Annex I – part III – point 2 – introductory part

*Amendment*

*Text proposed by the Commission*

The cross-border **sections** of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:

***The related elements located on the comprehensive network referred to at Article 9(2)(a)(i) and the cross-border links*** of the comprehensive network referred to at Article 9(2)(a)(ii) of this Regulation include notably the following sections:

Or. en

### Amendment 1166

Michael Cramer

#### Proposal for a regulation

##### Annex I – part III – point 2 – table

*Text proposed by the Commission*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail

Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
<b><i>Via Carpathia Corridor BY/UA border-PL-SK-HU-RO</i></b>	<b><i>Road</i></b>
<b><i>Budapest – Osijek – Svilaj (BiH border)</i></b>	<b><i>Road</i></b>
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

*Amendment*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
<b><i>deleted</i></b>	<b><i>deleted</i></b>
<b><i>deleted</i></b>	<b><i>deleted</i></b>
Faro – Huelva	Rail
Porto – Vigo	Rail



Giurgiu – Varna/Bourgaz	Rail
Svilengrad – Pithio	Rail

Or. en

### Amendment 1167

**Mark Demesmaeker, Anneleen Van Bossuyt, Ivo Belet, Kathleen Van Brempt**

### Proposal for a regulation

### Annex I – part III – point 2 – table

*Text proposed by the Commission*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
<b><i>Antwerpen – Duisburg</i></b>	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgaz	Rail
Svilengrad – Pithio	Rail

### *Amendment*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
<b><i>deleted</i></b>	Rail
Mons - Valenciennes	Rail

Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

Or. en

**Amendment 1168**  
**Dominique Riquet**

**Proposal for a regulation**  
**Annex I – part III – point 2 – table**

*Text proposed by the Commission*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail

Neumarkt-Kalham - Mühlendorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

*Amendment*

Dublin – Strabane – Letterkenny	Road
<b><i>Shannon Foynes - Dublin – Rosslare – Waterford - Cork – Brest - Roscoff - Cherbourg – Boulogne</i></b>	<b><i>Ports - Road</i></b>
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühlendorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

Or. en

**Amendment 1169**

**Matt Carthy**

**Proposal for a regulation**

**Annex I – part III – point 2 – table**

*Text proposed by the Commission*

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

*Amendment*

Dublin – Strabane – Letterkenny	Road
<b><i>Derry – Sligo – Galway</i></b>	<b><i>Rail</i></b>
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail

Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

Or. en

### *Justification*

*The Western Rail corridor is a disused rail track linking towns and cities across the West of Ireland. The campaign for the re-operation of the Western Rail Corridor has received over 100,000 signatures by citizens, with support from regional authorities and community organisations. The West of Ireland has been denied EU transport funding. It is the most remote region in Ireland and will suffer most under Brexit due to its lack of transport infrastructure. There is a strong need to use EU transport funding to ensure balanced regional development, and reinstall the Western Rail Corridor.*

#### **Amendment 1170**

**Marian-Jean Marinescu**

#### **Proposal for a regulation**

**Annex I – part III – point 2 – table**

### *Text proposed by the Commission*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail

Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

*Amendment*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
<b><i>Timișoara – Moravița</i></b>	<b><i>Road</i></b>
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
<b><i>București</i></b> – Giurgiu - Varna/Bourgas	<b><i>Rail</i></b>
Svilengrad – Pithio	Rail
<b><i>Siret – Suceava</i></b>	<b><i>Road</i></b>
<b><i>Focșani – Albița</i></b>	<b><i>Road</i></b>

Or. en

**Amendment 1171**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Annex I – part III – point 2 – table**

*Text proposed by the Commission*

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

*Amendment*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail

Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail
<b>München – Salzburg – Laibach</b>	Rail

Or. en

### Amendment 1172

**David-Maria Sassoli, Isabella De Monte**

### Proposal for a regulation

**Annex I – part III – point 2 – table**

*Text proposed by the Commission*

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



Svilengrad – Pithio	Rail
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*Amendment*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühlendorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail
<b><i>Gallarate/Sesto C. – Laveno/Luino</i></b>	<b><i>Rail</i></b>

Or. en

**Amendment 1173**

**Massimiliano Salini, Lara Comi, Angelo Ciocca**

**Proposal for a regulation**

**Annex I – part III – point 2 – table**

*Text proposed by the Commission*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail

Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

*Amendment*

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

<i>Gallarate/Sesto C. – Laveno/Luino</i>	<i>Rail</i>
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Or. en

**Amendment 1174**  
**Isabella De Monte**

**Proposal for a regulation**  
**Annex I – part III – point 2 – table**

*Text proposed by the Commission*

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

*Amendment*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail

Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühlendorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail
<b><i>Gallarate/Sesto C. – Laveno/Luino</i></b>	<b><i>Rail</i></b>

Or. en

#### **Amendment 1175**

**Rosa D'Amato, Dario Tamburrano, Daniela Aiuto**

#### **Proposal for a regulation**

**Annex I – part III – point 2 – table**

*Text proposed by the Commission*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail

Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

*Amendment*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
<b>Ancona – Foggia</b>	<b>Rail/Road</b>
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

Or. en

**Amendment 1176**

**Rosa D'Amato, Dario Tamburrano, Daniela Aiuto**

**Proposal for a regulation**

**Annex I – part III – point 2 – table**

*Text proposed by the Commission*

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

*Amendment*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
Antwerpen – Duisburg	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
<b><i>Gallarate/Sesto C. – Laveno/Luino</i></b>	<b><i>Rail</i></b>
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail

Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

Or. en

## **Amendment 1177**

### **Andor Deli**

#### **Proposal for a regulation**

#### **Annex I – part III – point 2 – table**

*Text proposed by the Commission*

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

*Amendment*

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

Or. en

*Justification*

*There is a need to electrify the Győr - Pápa - Celldömök rail line*

**Amendment 1178**

**Evžen Tošenovský**

**Proposal for a regulation**

**Annex I – part III – point 2 – table**

*Text proposed by the Commission*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail



<b><i>Antwerpen – Duisburg</i></b>	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

*Amendment*

Dublin – Strabane – Letterkenny	Road
Pau – Huesca	Rail
Lyon – CH border	Rail
Athus – Mont-Saint-Martin	Rail
<b><i>deleted</i></b>	Rail
Mons - Valenciennes	Rail
Gent – Terneuzen	Rail
Heerlen – Aachen	Rail
Groningen – Bremen	Rail
Stuttgart – CH border	Rail
Berlin – Rzepin/Horka – Wrocław	Rail
Prague – Linz	Rail
Villach – Ljubljana	Rail
Pivka – Rijeka	Rail
Plzeň – České Budějovice – Wien	Rail
Wien - Gyor	Rail
Graz - Gyor	Rail
Neumarkt-Kalham - Mühldorf	Rail
Amber Corridor PL-SK-HU	Rail
Via Carpathia Corridor BY/UA border-PL-SK-HU-RO	Road
Budapest – Osijek – Svilaj (BiH border)	Road
Faro – Huelva	Rail
Porto – Vigo	Rail

Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

Or. en

### Amendment 1179

**Miapetra Kumpula-Natri, Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Theresa Griffin, Eugen Freund, Jeppe Kofod**

#### Proposal for a regulation

#### Annex I – part IV – point 1 – paragraph 1

##### *Text proposed by the Commission*

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.

##### *Amendment*

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.***

Or. en

### Amendment 1180

**Dario Tamburrano, Rosa D'Amato**

#### Proposal for a regulation

#### Annex I – part IV – point 2 – paragraph 1 – point b

##### *Text proposed by the Commission*

(b) it shall provide cost savings in the deployment of renewables and/or benefits for system integration, security of supply or innovation in comparison to ***a similar*** project ***implemented*** by one of the participating Member States alone;

##### *Amendment*

(b) it shall provide cost savings in the deployment of renewables and/or benefits for system integration, security of supply or innovation in comparison to ***an alternative cross-border energy*** project ***or a renewable energy project*** by one of the participating Member States alone;

Or. en

### Amendment 1181

**Kathleen Van Brempt**

**Proposal for a regulation**

**Annex I – part IV – point 2 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) it shall provide cost savings in the deployment of renewables and/or benefits for system integration, security of supply or innovation in comparison to ***a similar project implemented*** by one of the participating Member States alone;

*Amendment*

(b) it shall provide cost savings in the deployment of renewables and/or benefits for system integration, security of supply or innovation in comparison to ***an alternative cross-border energy project or a renewable energy project*** by one of the participating Member States alone;

Or. en

**Amendment 1182**

**Miapetra Kumpula-Natri, Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Theresa Griffin**

**Proposal for a regulation**

**Annex I – part IV – point 2 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) it shall provide cost savings in the deployment of renewables and/or benefits for system integration, security of supply or innovation in comparison to a similar project implemented by one of the participating Member States alone;

*Amendment*

(b) it shall provide cost savings in the deployment of renewables and/or benefits for system integration, security of supply or innovation in comparison to a similar project implemented by one of the participating Member States alone ***or to a planned alternative cross-border energy project;***

Or. en

**Amendment 1183**

**Florent Marcellesi**

**Proposal for a regulation**

**Annex I – part IV – point 3 – paragraph 1 – point b a (new)**

*Text proposed by the Commission*

*Amendment*

***(b a) Efficiency and life-cycle costs.***

**Amendment 1184**  
**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**  
**Annex I – part IV – point 3 – paragraph 1 – point e a (new)**

*Text proposed by the Commission*

*Amendment*

**(e a) Social and economic benefits;**

Or. en

**Amendment 1185**  
**Florent Marcellesi**

**Proposal for a regulation**  
**Annex I – part IV – point 3 – paragraph 1 – point f**

*Text proposed by the Commission*

*Amendment*

(f) air and other local pollution;

(f) air, **soil and water quality** and other local pollution;

Or. en

**Amendment 1186**  
**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**  
**Annex I – part IV – point 3 – paragraph 1 – point f**

*Text proposed by the Commission*

*Amendment*

(f) air and other local pollution;

(f) air, **soil, water** and other local pollution;

Or. en

**Amendment 1187**  
**Miapetra Kumpula-Natri, Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho,**

**Theresa Griffin, Răzvan Popa, Eugen Freund, Kathleen Van Brempt**

**Proposal for a regulation**

**Annex I – part IV – point 3 – paragraph 1 – point f a (new)**

*Text proposed by the Commission*

*Amendment*

**(fa) effects on local nature and environment**

Or. en

**Amendment 1188**

**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**

**Annex I – part IV – point 3 – paragraph 1 – point f a (new)**

*Text proposed by the Commission*

*Amendment*

**(fa) health impacts;**

Or. en

**Amendment 1189**

**Florent Marcellesi**

**Proposal for a regulation**

**Annex I – part IV – point 3 – paragraph 1 – point f a (new)**

*Text proposed by the Commission*

*Amendment*

**(fa) health impacts;**

Or. en

**Amendment 1190**

**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**

**Annex I – part IV – point 4 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

Promoters of a project, including Member States, potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9, or 11 of Directive 2009/28/EC and seeking to obtain the status of cross-border projects in the field of renewable energy, shall submit an application for selection as a cross-border projects in the field of renewable energy to the Commission. The application shall include the relevant information to allow the Commission to evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.

Promoters of a project, including Member States, potentially eligible for selection as a cross-border project in the field of renewable energy under a cooperation agreement or any other kind of arrangement *in the field of renewable energy* between Member States and/or between Member States and third countries as set out in Articles 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.

Or. en

**Amendment 1191**  
**Florent Marcellesi**

**Proposal for a regulation**  
**Annex I – part IV – point 4 – paragraph 1**

*Text proposed by the Commission*

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

*Amendment*

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 *recast Renewable Directive*]**, 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

project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.

evaluate the project against the criteria laid down in points 2 and 3, in line with the methodologies referred to in Article 7.

Or. en

**Amendment 1192**  
**Florent Marcellesi**

**Proposal for a regulation**  
**Annex I – part IV – point 4 – paragraph 5**

*Text proposed by the Commission*

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.

*Amendment*

The Commission shall, when selecting the cross-border projects in the field of renewable energy, 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.

Or. en

**Amendment 1193**  
**Miapetra Kumpula-Natri, Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Theresa Griffin, Răzvan Popa, Eugen Freund, Kathleen Van Brempt**

**Proposal for a regulation**  
**Annex I – part V – point 1 – heading**

*Text proposed by the Commission*

1. Gigabit connectivity to socio-economic drivers

*Amendment*

1. Gigabit *and 5G* connectivity to socio-economic drivers

Or. en

**Amendment 1194**  
**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**

## Annex I – part V – point 1 – paragraph 1

### *Text proposed by the Commission*

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.

### *Amendment*

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, ***the potential health and environmental hazards*** 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.

Or. en

## Amendment 1195

**Miapetra Kumpula-Natri, Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Theresa Griffin, Răzvan Popa, Eugen Freund, Kathleen Van Brempt**

### Proposal for a regulation

#### Annex I – part V – point 1 – paragraph 2 – indent 2

### *Text proposed by the Commission*

– Gigabit ***Connectivity*** for education and research centres, in the context of the efforts to close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency.<sup>49</sup>

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<sup>49</sup> See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan

### *Amendment*

– Gigabit ***Connectivity*** for education and research centres, in the context of the efforts to ***facilitate the use of inter alia high-speed computing, cloud applications and big data***, close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency.<sup>49</sup>

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<sup>49</sup> See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan

Or. en

## Amendment 1196

**Miapetra Kumpula-Natri, Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho,**



Theresa Griffin, Răzvan Popa, Eugen Freund, Kathleen Van Brempt

**Proposal for a regulation**

**Annex I – part V – point 1 – paragraph 2 – indent 2 a (new)**

*Text proposed by the Commission*

*Amendment*

– **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.**

Or. en

**Amendment 1197**

**Gunnar Hökmark**

**Proposal for a regulation**

**Annex I – part V – point 2 – heading**

*Text proposed by the Commission*

*Amendment*

2. **Wireless connectivity in local communities**

2. **5G connectivity**

Or. en

**Amendment 1198**

**Gunnar Hökmark**

**Proposal for a regulation**

**Annex I – part V – point 2 – paragraph 1 – introductory part**

*Text proposed by the Commission*

*Amendment*

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

Actions aiming at **providing full scale 5G connectivity** that shall be subject to the following conditions in order to receive funding:

receive funding:

Or. en

**Amendment 1199**  
**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**  
**Annex I – part V – point 2 – paragraph 1 – indent 1**

*Text proposed by the Commission*

– 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;

*Amendment*

– 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 *by carrying out specific quality control measures;*

Or. en

**Amendment 1200**  
**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**  
**Annex I – part V – point 2 – paragraph 1 – indent 3 a (new)**

*Text proposed by the Commission*

– *meets the highest health security standards in terms of limitation of electromagnetic pollution; and*

Or. en

**Amendment 1201**  
**Florent Marcellesi**

**Proposal for a regulation**  
**Annex I – part V – point 2 – paragraph 1 – indent 4**

*Text proposed by the Commission*

- supports access to innovative digital services;

*Amendment*

- supports **equal** access to innovative digital services;

Or. en

**Amendment 1202**

**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**

**Annex I – part V – point 2 – paragraph 1 – indent 5**

*Text proposed by the Commission*

- use the common visual identity to be provided by the Commission and link to the associated online tools;

*Amendment*

- use the common visual identity **available in multiple languages** to be provided by the Commission and link to the associated online tools;

Or. en

**Amendment 1203**

**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**

**Annex I – part V – point 2 – paragraph 1 – indent 6**

*Text proposed by the Commission*

- 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.

*Amendment*

- 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. **Such equipment and installation shall follow a careful assessment in terms of number of access points, their location and capacity, in order to minimize the possible negative effects of electromagnetic pollution on human health.**

Or. en

**Amendment 1204**  
**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**  
**Annex I – part V – point 2 – paragraph 3**

*Text proposed by the Commission*

Funded actions shall not duplicate existing free private or public offers of similar characteristics, including quality, in the same public space.

*Amendment*

Funded actions shall not duplicate existing **comparable** free private or public offers of similar characteristics, including quality **and data protection standards**, in the same public space.

Or. en

**Amendment 1205**  
**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**  
**Annex I – part V – point 2 – paragraph 4**

*Text proposed by the Commission*

The available budget shall be allocated in a geographically balanced manner across Member States.

*Amendment*

The available budget shall be allocated in a geographically balanced manner across Member States, **while prioritising areas in which the digital divide is likely to continue to be a problem in the long term, like remote, mountain and rural areas.**

Or. en

**Amendment 1206**  
**Carlos Zorrinho, Francisco Assis**

**Proposal for a regulation**  
**Annex I – part V – point 3 – heading**

*Text proposed by the Commission*

3. Indicative list of 5G corridors eligible for funding

*Amendment*

3. Indicative list of 5G corridors **and cross-border connections** eligible for

**Amendment 1207**  
**Florent Marcellesi**

**Proposal for a regulation**  
**Annex I – part V – table – Core network “Rhine-Danube”**

*Text proposed by the Commission*

Core network corridor "Rhine – Danube"	
Cross-border sections for CAM experimentation	-
More extensive section for larger scale deployment of CAM	Frankfurt (M) – Passau – Vienna – Budapest – Bucharest – Constanta
	Karlsruhe – München – Salzburg – Wels
	Frankfurt (M) – Strasbourg

*Amendment*

Core network corridor "Rhine – Danube"	
Cross-border sections for CAM experimentation	-
More extensive section for larger scale deployment of CAM	Frankfurt (M) – Passau – Vienna – Budapest – Bucharest – Constanta – <b>Iasi</b>
	Karlsruhe – München – Salzburg – Wels
	Frankfurt (M) – Strasbourg

Or. en

*Justification*

*In order to bring true benefit to one of the poorest regions in Europe, an additional section has to be integrated into the large scale deployment of CAM.*

**Amendment 1208**  
**Claudia Schmidt**

**Proposal for a regulation**  
**Annex I – part V – table – Core network “Rhine-Danube”**

*Text proposed by the Commission*

Core network corridor "Rhine – Danube"	
Cross-border sections for CAM experimentation	-
More extensive section for larger scale deployment of CAM	Frankfurt (M) – Passau – Vienna – Budapest – Bucharest – Constanta
	Karlsruhe – München – Salzburg – Wels
	Frankfurt (M) – Strasbourg

*Amendment*

Core network corridor "Rhine – Danube"	
Cross-border sections for CAM experimentation	<b><i>München - Salzburg</i></b>
More extensive section for larger scale deployment of CAM	Frankfurt (M) – Passau – Vienna – Budapest – Bucharest – Constanta
	Karlsruhe – München – Salzburg – Wels
	Frankfurt (M) – Strasbourg

Or. en

**Amendment 1209**  
**Carlos Zorrinho, Francisco Assis**

**Proposal for a regulation**  
**Annex I – part V – table – Core network “Atlantic”**

*Text proposed by the Commission*

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

*Amendment*

Core network corridor <b><i>and cross-border</i></b> "Atlantic"	
Cross-border sections for CAM experimentation	<b><i>Azores and Madeira Islands - Lisbon - Paris - Amsterdam - Frankfurt</i></b>
	<b><i>Aveiro - Salamanca</i></b>
	Metz – Paris - Bordeaux – Bilbao – Vigo –

deployment of CAM	Porto – Lisbon
	-Bilbao – Madrid – Lisbon

Or. en

*Justification*

*Submarine cable networks Azores and Madeira Islands – Lisbon – Paris – Amsterdam – Frankfurt to assure territorial cohesion and to relocate the Union’s “entering doors”, from a digital infrastructure point of view, to the West and South Atlantic and establishment of Lisbon- Marseille corridor - Submarine cable networks Lisbon – Marseille – Milan to facilitate access of Western Europe to Mediterranean countries and beyond.*

**Amendment 1210**

**Carlos Zorrinho, Francisco Assis**

**Proposal for a regulation**

**Annex I – part V – table – Core network “Mediterranean”**

*Text proposed by the Commission*

Core network corridor "Mediterranean"	
Cross-border sections for CAM experimentation	-
More extensive section for larger scale deployment of CAM	Budapest – Zagreb – Ljubljana / Rijeka / Split

*Amendment*

Core network corridor <b>and cross-border</b> "Mediterranean"	
Cross-border sections for CAM experimentation	<b><i>Submarine cable networks Lisbon – Marseille – Milan</i></b>
More extensive section for larger scale deployment of CAM	Budapest – Zagreb – Ljubljana / Rijeka / Split

Or. en

*Justification*

*Submarine cable networks Azores and Madeira Islands – Lisbon – Paris – Amsterdam – Frankfurt to assure territorial cohesion and to relocate the Union’s “entering doors”, from a digital infrastructure point of view, to the West and South Atlantic and establishment of Lisbon- Marseille corridor - Submarine cable networks Lisbon – Marseille – Milan to facilitate access of Western Europe to Mediterranean countries and beyond.*

**Amendment 1211**  
**Dario Tamburrano, Rosa D'Amato**

**Proposal for a regulation**  
**Annex I – part V a (new)**

*Text proposed by the Commission*

*Amendment*

***Va PRIORITY AREAS FOR  
ACTIONS SELECTED UNDER CROSS-  
SECTORIAL WORK PROGRAMMES***

*Actions selected under cross-sectorial  
work programmes pursuant to Article 10  
should primarily be related to the  
following priority intervention areas:*

- (a) Infrastructure resilience to climate  
change and natural disasters;*
- (b) Sustainable mobility, in particular  
e-mobility;*
- (c) Digital connectivity and digital  
platforms for energy  
infrastructures;*
- (d) Cybersecurity;*
- (e) Sustainable rural development.*

*For actions having such requirements,  
the maximum highest co-funding rate  
may be raised by an additional 10%,  
pursuant to Article 14.*

Or. en