AMENDMENTS
1631 - 1849

Draft report
Barbara Thaler, Dominique Riquet
(PE736.593v01-00)

Guidelines for the development of the trans-European transport network,
amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and
repealing Regulation (EU) 1315/2013

Proposal for a regulation
(COM(2021)0812 – C9-0472/2021 – 2021/0420(COD))
Amendment 1631
Marian-Jean Marinescu
Proposal for a regulation
Annex 1 – part 2/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Buzau - Galati

Add Galati as Rail-Road Terminal (RRT)

Or. en

Justification

Galati it is a core network port and should be connected to a rail freight core network.

Amendment 1632
Marian-Jean Marinescu, Pernille Weiss
Proposal for a regulation
Annex 1 – part 2/23

Text proposed by the Commission

Amendment

Add to the inland waterways
- Hals - Aalborg - Thyboron

Or. en

Justification

The Limfjord constitutes an untapped inland shipping and short-sea shipping connection that not only provides European added-value but also regional potential. Recognition of this waterway section as a European priority would support the Green Deal goals of achieving the modal shift.

Amendment 1633
Marian-Jean Marinescu
Proposal for a regulation
Annex 1 – part 3/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Craiova - Caracal - Alexandria - Bucuresti

Or. en

Justification

The actual alignment of the core network is Craiova-Caracal-Alexandria-Bucuresti. This is part of the former corridor 4. There is no reason to move to Craiova - Pitesti especially when this section is already financed and build in proportion of 25 %.

Section Craiova-Pitesti stays in the comprehensive network

Amendment 1634
Marian-Jean Marinescu

Proposal for a regulation
Annex 1 – part 3/23

Text proposed by the Commission

Amendment

Add the following to comprehensive network:
- Craiova - Pitesti

Add Galati as Rail-Road Terminal (RRT)

Or. en

Justification

The actual alignment of the core network is Craiova-Caracal-Alexandria-Bucuresti. This is part of the former corridor 4. There is no reason to move to Craiova - Pitesti especially when this section is already financed and build in proportion of 25 %.

Section Craiova-Pitesti stays in the comprehensive network

Amendment 1635
Dorien Rookmaker
Proposal for a regulation
Annex 1 - Part 3/23 - map 1a (new)

Text proposed by the Commission

Amendment

EU High-Speed Rail Network (HSR) - Existing and Missing Links

The map illustrates that the HSR networks are national-oriented causing disconnection between the East and the West of the EU. This plan concentrates only on the missing links between the EU capitals as a first phase which can lead to connect the major cities (population > 400,000) in later stages.

The existing HSR lines are extracted from UIC ATLAS High-Speed Rail and fine-tuned by available maps of EU railway operators. The missing links are drawn following the existing conventional railways. As such, the land acquisition required for the new HSR infrastructure will be negligible.
### Amendment 1636
**Henna Virkkunen**

**Proposal for a regulation**
**Annex 1 – part 4/23**

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Add the following to the core network:</td>
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<tr>
<td>- Kouvola-Imatra rail freight line</td>
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</tbody>
</table>

**Justification**

Europe’s largest forest industry hub is located along the Kouvola-Imatra rail freight line. Thus the transport of raw materials to ports along this railway is crucial for both internal transport within Finland and for the export industry. A part of this railway, between Joutseno-Imatra, already fulfills the requirements of the core network. The continuation of the core railway network until Imatra would connect the Saimaa deep water canal, which is a core inland waterway that is currently fully isolated due to the suspension of traffic between Finland and Russia, with the core network.

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### Amendment 1637
**Jan-Christoph Oetjen**

**Proposal for a regulation**
**Annex 1 – part 4/23**

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<tbody>
<tr>
<td>Add the following to the comprehensive network:</td>
<td></td>
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<tr>
<td>- Trelleborg (SE) - Rostock (DE)</td>
<td></td>
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</tbody>
</table>

**Justification**

To increase capacity between Central Europe and Scandinavia.

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### Amendment 1638
**Henna Virkkunen Alviina Alametsä, Eero Heinäluoma, Ville Niinistö, Petri Sarvamaa**
Proposal for a regulation
Annex 1 – part 5/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Turku-Salo-Espoo-Helsinki rail passenger connection (both conventional and ≥ 200 km/h / new construction)

Or. en

Justification

The rail connection between Helsinki and Turku, two important urban nodes, belongs in the current TEN-T regulation to the core network. However, the old one-track coastal rail line is in poor condition and a bottleneck to traffic flows. A new direct high-speed rail line between Espoo and Salo replacing the old coastal line is in the planning phase and has already received substantial amounts of CEF funding for studies. The complete Helsinki-Turku rail connection must stay in the core network and the target year of the Espoo-Salo high-speed rail connection must remain in 2030.

Amendment 1639
Henna VirkkunenAlviina Alametsä, Eero Heinäläluoma, Ville Niinistö, Petri Sarvamaa

Proposal for a regulation
Annex 1 – part 5/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Tampere-Helsinki high-speed railway passenger line

Or. en

Justification

The railway connection between Helsinki and Tampere is in need of an upgrade to absorb the increase in railway transport between these two cities and on the Finnish Mainline as a whole. The current condition of the tracks and the insufficient number of tracks create congestion and a bottleneck for railway transport, felt throughout the Finnish railway system. In order to improve the flow of goods and people, to facilitate the modal shift to railway and reduce emissions and have a positive impact on climate change, the upgrade of this planned high-speed line needs to be in the core network.
Amendment 1640
Elena Kountoura, Chris MacManus

Proposal for a regulation
Annex 1 – part 6/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- Limerick – Galway – Sligo - Letterkenny rail freight line (Conventional/New Construction)

Or. en

Justification

New construction rail freight line linking in to the existing Conventional Core Cork-Limerick line, Conventional Comprehensive Waterford to Limerick Junction line and the recently announced Conventional/New Construction 40km line linking Shannon/Foynes Tier 1 Port to Limerick.

Amendment 1641
Elena Kountoura, Chris MacManus

Proposal for a regulation
Annex 1 – part 7/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- Limerick Junction – Limerick - Galway- Sligo-Letterkenny rail passenger line (Conventional/New Construction railway)
  - Cork – Limerick – Galway – Sligo-Letterkenny Motorway

Or. en

Amendment 1642
Brice Hortefeux, Daniel Caspary, Nadine Morano, Anne Sander, Rainer Wieland, Nathalie Colin-Oesterlé
Proposal for a regulation
Annex 1 – part 9/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Colmar - Freiburg rail passengers line

Amendment 1643
Brice Hortefeux, Daniel Caspary, Nadine Morano, Anne Sander, Rainer Wieland, Nathalie Colin-Oesterlé

Proposal for a regulation
Annex 1 – part 9/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Haguenau - Roeschwoog - Rastatt rail passengers line

Amendment 1644
Jan-Christoph Oetjen

Proposal for a regulation
Annex 1 – part 11/23

Text proposed by the Commission

Amendment

Add the following to North Sea-Baltic Corridor:

- Zwolle (NL) - Coevorden (NL) - Bentheim (DE)
In the EU Commission's goal of improving the redundancies of the European rail network and better connecting the European corridors, the missing link between Haguenau / Roeschwoog (France) and Rastatt / Karlsruhe (Germany) is an important element. The restoration of this historic Franco-German line would strengthen the two north-south axes of the (new) North Sea-Alpine corridor and link them through an east-west connection. Germany and France have committed themselves to the expansion of the cross-border rail network in the Franco-German state treaty.

Amendment 1645
Tom Berendsen, Markus Pieper, Annie Schreijer-Pierik, Jens Gieseke, Caroline Nagtegaal, Vera Tax, Jan-Christoph Oetjen

Proposal for a regulation
Annex 1 – part 11/23

Text proposed by the Commission
Add the following to the comprehensive network:
- Zwolle (NL) - Münster (DE) rail passenger line

Amendment
Or. en

Justification
The cross-border rail connection Zwolle (NL) - Enschede (NL) - Münster (DE) is a missing link on the trans-European transport network. The inclusion of this rail passenger line on the comprehensive network on the North Sea - Baltic Corridor enables an adequate connection between the three urban nodes (as defined in the revised TEN-T regulation) and ensures a direct, sustainable train connection between three important economic regions in the Netherlands and Germany.

Amendment 1646
Vera Tax, Tom Berendsen

Proposal for a regulation
Annex 1 – part 11/23

Text proposed by the Commission
Add the following to the comprehensive network:
- Railway from Emmen (NL) to Rheine (DE)

Or. en

Justification

The cross-border railway connection between Emmen and Rheine connects rural areas to European rail connections and high-speed lines. The rail connection is a sustainable and fast alternative to passenger cars and the existing bus connection. In addition to a socio-economic and social strengthening of the border region, the rail connection also provides new possibilities for the transport of goods across national borders, through the direct connection at Bad Bentheim to the North Sea - Baltic Corridor. This connection contributes to a better hinterland connection for the ports of Rotterdam and Amsterdam to Germany and Scandinavia and helps to tackle negative economic, environmental and health consequences of congestion in heavily populated areas in the Netherlands and Germany. In addition, the Emmen-Rheine connection stimulates railway travel as a sustainable alternative to air travel for both goods and passengers. Both freight and passenger transport in this cross-border region have increased over the past years. This connection will also contribute to the resilience of the TEN-T network. For these reasons we believe this connection should be part of the TEN-T Comprehensive network.

Amendment 1647
Tom Berendsen, Jens Gieseke, Esther de Lange, Markus Pieper, Pernille Weiss, Caroline Nagtegaal, Vera Tax, Jan-Christoph Oetjen

Proposal for a regulation
Annex 1 – part 11/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- Amsterdam (NL) - Groningen (NL) - Bremen (DE) rail passenger line

Or. en

Justification

The rail passenger line between Amsterdam and Groningen (NL) - the so-called Lelylijn - towards Bremen and Hamburg (DE) improves the regional connectivity of the Trans-European Transport Network. Combined with developments such as the CEF-Flagship project Wunderline between Groningen (NL) and Bremen (DE) and the Fehmarn belt Fixed Link between Hamburg (DE) and Copenhagen (DK), the rail passenger line Amsterdam (NL) - Groningen (NL) - Bremen (DE) will ensure a seamless link between the Northern Netherlands and Northern Germany and will become a gateway to Scandinavia and Eastern...
Amendment 1648
Vera Tax

Proposal for a regulation
Annex 1 – part 11/23

Text proposed by the Commission  Amendment

Add the following to the Extended Core network:
- Include the railway connection ‘Lelylijn’ from Amsterdam to Groningen (NL)

Or. en

Justification

The railway section from Amsterdam to Groningen through Lelylijn should be included in the Extended Core network as a crucial part of the existing missing link in the TEN-T network between Amsterdam and Hamburg. Not only will this connection contribute to the resilience of the TEN-T network and the modal shift, it will also boost connectivity and cross-border cooperation between the EU’s first Hydrogen Valley – the Northern Netherlands – and innovative regions in Northern Germany and Scandinavia.

Amendment 1649
Jens Gieseke, Daniel Caspary, Norbert Lins, Andreas Schwab, Rainer Wieland, Karolin Braunsberger-Reinhold

Proposal for a regulation
Annex 1 – part 12/23

Text proposed by the Commission  Amendment

Add the following to the comprehensive network:
- Colmar-Freiburg rail passenger line (conventional/new construction)

Or. en

Justification

Germany and France plan to rebuild the cross-border connection from Colmar (FR) to
Freiburg (DE) with border crossing over the Rhine. The project is one of the most promising missing links in Europe and can provide an important east-west connection between the European core network corridors. Germany and France have committed themselves to the development of cross-border railroad networks in the State Treaty of Aachen and have identified the Freibug-Colmar project as priority project. With a focus on passenger traffic, the connection can be an important element in the TEN-T comprehensive network.

Amendment 1650
Jens Gieseke, Daniel Caspary, Norbert Lins, Andreas Schwab, Rainer Wieland, Karolin Braunsberger-Reinhold

Proposal for a regulation
Annex 1 – part 12/23

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<tr>
<td>- Rastatt-Hagenau rail passenger line</td>
<td></td>
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<tr>
<td>(conventional/new construction)</td>
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</tbody>
</table>

Or. en

Justification

In the EU Commission’s goal of improving the redundancies of the European rail network and better connecting the European corridors, the missing link between Hagenau/Roeschwoog (France) and Rastatt/Karlsruhe (Germany) is an important element. The restoration of this historic Franco-German line would strengthen the two north-south axes of the North Sea-Alpine corridor and link the through an east-west connection. Germany and France have committed themselves to the expansion of the cross-border rail network in the Franco-German state treaty

Amendment 1651
Massimiliano Salini

Proposal for a regulation
Annex 1 – part 12/23

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<tr>
<td>Include the following sections as high-speed (≥ 250 km/h) rail freight and rail passengers lines:</td>
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</table>
Verona (IT) – Innsbruck (AT) – Munich (DE) (core network)

Justification

The rail connection between Milan and Munich should be developed as a high-speed rail line for a speed of 250km/h or above, including its sections located on the Scandinavian-Mediterranean corridor.

Amendment 1652
Jens Gieseke, Christian Ehler

Proposal for a regulation
Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Berlin – Küstrin-Kietz – Kostrzyn rail freight line (conventional/new construction)

Justification

The cross-border rail connection Berlin (DE) – Küstrin-Kietz (DE) – Kostrzyn (PL) is a missing link. It constitutes the western continuation of the route between Gorzów Wielkopolski (PL) and Kostrzyn (PL) which has been included in the Commission's proposal. The railway line is a crossing and connecting route of three north-south oriented European transport corridors (Scan-Med, OEM/Rhine-Danube, Baltic-Adriatic). With its inclusion in the TEN-T network the connection would function as a relief route of the European East-West axis between the seaports of the Netherlands, Bremen and Hamburg, Berlin, Warsaw and the Baltic States via the North Sea-Baltic corridor. In addition to the positive effects for long distance as well as regional and freight transport, economic and even (cross-border) social effects can be expected. The connection further has the potential to function as a dual-use route for civilian and military purposes.

Amendment 1653
Jan-Christoph Oetjen

Proposal for a regulation
Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:
- Berlin (DE) - Kostryzn (PL)

Or. en

Justification

As a supplementary and alternative route for the route Berlin - Frankfurt (Oder) and as a connection to the route Kostrzyn - Krzyz already marked on the Polish side.

Amendment 1654
Jan-Christoph Oetjen

Proposal for a regulation
Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:
- Cologne (DE) - Siegen (DE)

Or. en

Justification

As a supplementary and alternative route.

Amendment 1655
Jan-Christoph Oetjen

Proposal for a regulation
Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:
- Karlsruhe (DE) Wörth - Lauterbourg
As a supplementary and alternative route, possibly even supplemented by Ludwigshafen – Germersheim – Wörth or Neustadt (W) - Wörth – Karlsruhe.

Amendment 1656
Jan-Christoph Oetjen
Proposal for a regulation
Annex 1 – part 12/23

Add the following to the comprehensive network:
- Bad Oldesloe (DE) - Neumünster (DE)

Justification
As a supplementary and alternative route.

Amendment 1657
Jan-Christoph Oetjen
Proposal for a regulation
Annex 1 – part 12/23

Add the following to the comprehensive network:
- Lüneburg (DE) - Lübeck (DE)

Justification
As a supplementary and alternative route.
Amendment 1658
Jens Gieseke, Christian Doleschal

Proposal for a regulation
Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Nürnberg - Amberg - Furth im Wald rail freight line (conventional/new construction)

Or. en

Amendment 1659
Jens Gieseke, Niclas Herbst

Proposal for a regulation
Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Lübeck – Travemünde Skandinavienkai rail freight line (conventional/new construction)

Or. en

Justification

Lübeck is a core network port and also has the status of a rail-road terminal in the core network. However, the Rail Freight Corridor ends before the Skandinavienkai port railway station and the section of line running east to Travemünde, which is to lead to the planned Industrial Park Nord station in Ivendorf. However, Skandinavienkai is an important transhipment point between the modes of transport rail and ship (ferries to Scandinavia in particular). Closing this section of the route could thus promote multimodality and interoperability in the European transport system. Thus, possible infrastructure projects in Lübeck-Travemünde could benefit in different ways from the allocation to the transport network and the different funding calls.
Amendment 1660
Jens Gieseke, Niclas Herbst

Proposal for a regulation
Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Neumünster – Bad Oldesloe rail freight line (conventional/new construction)

Or. en

Justification

At present, all rail freight traffic from Scandinavia is driven through Schleswig-Holstein via the Flensburg - Neumünster - Elmshorn line to Hamburg. The Elmshorn-Hamburg route is heavily congested and there are repeated major disruptions, often caused by storms, which sometimes lead to interruptions of the route for days. Therefore, the existing alternative route from Neumünster to Bad Oldesloe should be included in the TEN-T network as a resilience route.

Amendment 1661
Jens Gieseke, Karolin Braunsberger-Reinhold

Proposal for a regulation
Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:
- Wittenberge - Magdeburg rail passengers line (conventional)

Or. en

Justification

The Wittenberge - Magdeburg line would close the gap between the core network routes Hamburg - Berlin and Hanover - Magdeburg - Leipzig. In this form, it would be a link in the European TEN network in both the north-south and west-east corridors. The inclusion of the line would ensure integration of the Central German metropolitan region into the Scandinavia - Hamburg - Eastern/Southern Europe axis.
Amendment 1662
Jens Gieseke, Karolin Braunsberger-Reinhold

Proposal for a regulation
Annex 1 – part 12/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:
- Kassel - Sangerhausen - Halle (Saale) rail passengers line (conventional/ new construction

Or. en

Justification

The inclusion of the Kassel - Sangerhausen - Halle (Saale) line would form an efficient west-east axis in the European TEN network with integration of the Central German metropolitan region.

Amendment 1663
Jens Gieseke, Karolin Braunsberger-Reinhold

Proposal for a regulation
Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:
- Kassel - Sangerhausen - Halle (Saale) rail passengers line (conventional/ new construction

Or. en

Justification

The inclusion of the Kassel - Sangerhausen - Halle (Saale) line would form an efficient west-east axis in the European TEN network with integration of the Central German metropolitan region.
Amendment 1664
Massimiliano Salini

Proposal for a regulation
Annex 1 – part 13/23

Text proposed by the Commission

Include the following sections as high-speed (≥ 250 km/h) rail freight and rail passengers lines:
- Verona (IT) – Innsbruck (AT) – Munich (DE) (core network)

Justification

The rail connection between Milan and Munich should be developed as a high-speed rail line for a speed of 250km/h or above, including its sections located on the Scandinavian-Mediterranean corridor.

Amendment 1665
Jakop G. Dalunde, Anna Deparnay-Grunenberg

Proposal for a regulation
Annex 1 – part 13/23

Text proposed by the Commission

Add the following to the extended core network:
- Berlin - Kostrzyn (conventional / new construction)

Justification

Various studies assume that a bottleneck situation will arise on the Berlin - Frankfurt/Oder - - Poznan ~ Warszawa route by 2026 at the latest. This is already becoming apparent today. Measures must be taken now to create more capacity between Poland and Germany. This will significantly increase the resilience of the cross-border rail network. With its inclusion in the TEN-T network and corresponding expansion, the "Ostbahn" will develop into a section (relief route) of the European East-West axis between the seaports of the Netherlands, Bremen and Hamburg, Berlin, Warsaw and the Baltic States.
Amendment 1666
Jens Gieseke, Christian Ehler

Proposal for a regulation
Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:
- Berlin – Küstrin-Kietz – Kostrzyn rail passenger line (conventional/new construction)

Or. en

Justification

The cross-border rail connection Berlin (DE) – Küstrin-Kietz (DE) – Kostrzyn (PL) is a missing link. It constitutes the western continuation of the route between Gorzów Wielkopolski (PL) and Kostrzyn (PL) which has been included in the Commission's proposal. The railway line is a crossing and connecting route of three north-south oriented European transport corridors (Scan-Med, OEM/Rhine-Danube, Baltic-Adriatic). With its inclusion in the TEN-T network the connection would function as a relief route of the European East-West axis between the seaports of the Netherlands, Bremen and Hamburg, Berlin, Warsaw and the Baltic States via the North Sea-Baltic corridor. In addition to the positive effects for long distance as well as regional and freight transport, economic and even (cross-border) social effects can be expected. The connection further has the potential to function as a dual-use route for civilian and military purposes.

Amendment 1667
Jens Gieseke

Proposal for a regulation
Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:
- Amsterdam (NL) - Groningen (NL) - Bremen (DE) rail passenger line

Or. en
Justification

The rail passenger line between Amsterdam and Groningen (NL) - the so-called Lelylijn - towards Bremen and Hamburg (DE) improves the regional connectivity of the Trans-European Transport Network. Combined with developments such as the CEF-Flagship project Wunderline between Groningen (NL) and Bremen (DE) and the Fehmarn belt Fixed Link between Hamburg (DE) and Copenhagen (DK), the rail passenger line Amsterdam (NL) - Groningen (NL) - Bremen (DE) will ensure a seamless link between the Northern Netherlands and Northern Germany and will become a gateway to Scandinavia and Eastern Europe.

Amendment 1668
Jakop G. Dalunde

Proposal for a regulation
Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Amsterdam - Groningen rail passengers line (> 200 km/h / new construction)

Or. en

Amendment 1669
Jakop G. Dalunde

Proposal for a regulation
Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Groningen - Bremen rail passengers line (> 200 km/h / new construction)

Or. en

Amendment 1670
Jakop G. Dalunde, Anna Deparnay-Grunenberg, Karima Delli, Anne Sander, Andreas Schwab, Nathalie Colin-Oesterlé, René Repasi, Fabienne Keller, Jan-Christoph Oetjen,
Text proposed by the Commission

Add the following to the extended core network:
- Colmar-Freiburg rail passengers line (conventional/new construction)

Or. en

Justification

Germany and France plan to rebuild the cross-border connexion from Colmar (FR) to Freiburg (DE) with border crossing over the Rhine. The project is one of the most promising missing links in Europe and can provide an important east-west connection between the European core network corridors. Germany and France have committed themselves to the development of cross-border railroad networks in the State Treaty of Aachen and have identified the Freiburg-Colmar project as a priority project for the French-German rail connection. With a focus on passenger traffic, the connection can be an important element in the TEN-T extended core network.

Amendment 1671
Jens Gieseke, Karolin Braunsberger-Reinhold

Text proposed by the Commission

Add the following to the core network:
- Magdeburg – Halle (Saale) - Leipzig rail passengers line (conventional/new construction)

Or. en

Amendment 1672
Jens Gieseke, Karolin Braunsberger-Reinhold
Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- Wittenberge - Magdeburg rail passengers line (conventional)

Or. en

Justification

The Wittenberge - Magdeburg line would close the gap between the core network routes Hamburg - Berlin and Hanover - Magdeburg - Leipzig. In this form, it would be a link in the European TEN network in both the north-south and west-east corridors. The inclusion of the line would ensure integration of the Central German metropolitan region into the Scandinavia - Hamburg - Eastern/Southern Europe axis.

Amendment 1673

Anna Deparnay-Grunenberg, Karima Delli, Anne Sander, Andreas Schwab, Natalie Colin-Oesterlé, René Repasi, Fabienne Keller, Jan-Christoph Oetjen, Christophe Grudler

Proposal for a regulation

Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- Colmar-Freiburg rail passengers line (conventional/ new construction)

Or. en

Justification

Germany and France plan to rebuild the cross-border connexion from Colmar (FR) to Freiburg (DE) with border crossing over the Rhine. The project is one of the most promising missing links in Europe and can provide an important east-west connection between the European core network corridors. Germany and France have committed themselves to the development of cross-border railroad networks in the State Treaty of Aachen and have identified the Freiburg-Colmar project as a priority project for the French-German rail connection. With a focus on passenger traffic, the connection can be an important element in the TEN-T extended core network.
Amendment 1674
Jens Gieseke, Daniel Caspary, Norbert Lins, Andreas Schwab, Rainer Wieland, Karolin Braunsberger-Reinhold

Proposal for a regulation
Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Colmar-Freiburg rail passenger line (conventional/new construction)

Or. en

Justification

Germany and France plan to rebuild the cross-border connection from Colmar (FR) to Freiburg (DE) with border crossing over the Rhine. The project is one of the most promising missing links in Europe and can provide an important east-west connection between the European core network corridors. Germany and France have committed themselves to the development of cross-border railroad networks in the State Treaty of Aachen and have identified the Freiburg-Colmar project as priority project. With a focus on passenger traffic, the connection can be an important element in the TEN-T comprehensive network.

Amendment 1675
Anna Deparnay-Grunenberg, Karima Delli, Anne Sander, Andreas Schwab, Natalie Colin-Oesterlé, René Repasi, Fabienne Keller, Jan-Christoph Oetjen, Christophe Grudler

Proposal for a regulation
Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- Hagenau/Roeschwoog - Rastatt/Karlsruhe rail passengers line (conventional/new construction)

Or. en
Justification

In the EU Commission’s goal of improving the redundancies of the European rail network and better connecting the European corridors, the missing links between Hagenau / Roeschwoog (France) and Rastatt / Karlsruhe (Germany) is an important element. The restoration of this historic France-German line would strengthen the two north-south axes of the (new) North Sea Alpine corridor and link them through an east-west connection. Germany and France have committed themselves to the expansion of the cross-border rail network in the France-German state treaty.

Amendment 1676
Jens Gieseke, Daniel Caspary, Norbert Lins, Andreas Schwab, Rainer Wieland, Karolin Braunsberger-Reinhold

Proposal for a regulation
Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Rastatt-Hagenau rail passenger line (conventional/new construction)

Or. en

Justification

In the EU Commission’s goal of improving the redundancies of the European rail network and better connecting the European corridors, the missing link between Hagenau/Roeschwoog (France) and Rastatt/Karlsruhe (Germany) is an important element. The restoration of this historic Franco-German line would strengthen the two north-south axes of the North Sea-Alpine corridor and link them through an east-west connection. Germany and France have committed themselves to the expansion of the cross-border rail network in the Franco-German state treaty.

Amendment 1677
Jens Gieseke, Christian Doleschal

Proposal for a regulation
Annex 1 – part 13/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Nürnberg - Amberg - Fürth im Wald rail passenger line (conventional/new construction)

Amendment 1678
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 1 – part 16/23

Text proposed by the Commission Amendment

Add the following to the core network:
- El Ferrol - A Coruña (rail freight / ≥ 200 km/h.)
- El Ferrol - Lugo - Monforte (rail freight / ≥ 200 km/h.)

Amendment 1679
Isabel García Muñoz, Nicolas González Casares

Proposal for a regulation
Annex 1 – part 16/23

Text proposed by the Commission Amendment

Add the following to the core network:
- Ferrol - A Coruña (freight)

Amendment 1680
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-
Proposal for a regulation
Annex 1 – part 16/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Zaragoza-Tardienta (freight)

Or. en

Amendment 1681
Isabel García Muñoz

Proposal for a regulation
Annex 1 – part 16/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Zaragoza-Tardienta (freight)

Or. en

Amendment 1682
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon,
Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel
García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 1 – part 16/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Zaragoza-Lleida-Tarragona
  (freight/conventional)

Or. en
Amendment 1683
Isabel García Muñoz

Proposal for a regulation
Annex 1 – part 16/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Zaragoza-Lleida-Tarragona
  (freight/conventional)

Or. en

Amendment 1684
Isabel García Muñoz, Nicolas González Casares

Proposal for a regulation
Annex 1 – part 16/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Vigo - Porto (passenger and freight)

Or. en

Amendment 1685
Isabel García Muñoz, Nicolas González Casares

Proposal for a regulation
Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Santiago - Vigo - Ourense (freight)

Or. en

Amendment 1686
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon,
Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García-Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 1 – part 16/23

<table>
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<th>Text proposed by the Commission</th>
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<td>Add the following to the core network:</td>
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<td>- Santiago – Vigo – Orense (rail freight / ≥ 200 km/h / New Constr.)</td>
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Or. en

Amendment 1687
Isabel García Muñoz, Nicolas González Casares

Proposal for a regulation
Annex 1 – part 16/23

<table>
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<td>Add the following to the core network:</td>
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<tr>
<td>- Santiago - Ourense (passenger)</td>
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Or. en

Amendment 1688
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García-Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 1 – part 17/23

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<tr>
<td>- Orense- Santiago (passenger rail/ ≥ 200 km/h)</td>
<td></td>
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Or. en
Amendment 1689
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Santiago – Vigo (rail freight / ≥ 200 km/h)
- Port of Bahía de Cádiz

Justification

We include the stretch Santiago - Vigo to ensure that it remains in the Core network (there was a mistake in ANNEX I 23/16 and it was not included there).

Amendment 1690
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:
- Astorga – Zamora – Salamanca – Plasencia (passenger and freight rail / Conventional/New Constr.)

Justification

We include the stretch Santiago - Vigo to ensure that it remains in the Core network (there
was a mistake in ANNEX I 23/16 and it was not included there).

Amendment 1691
Nacho Sánchez Amor, Isabel García Muñoz

Proposal for a regulation
Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:
- Plasencia - Salamanca - Astorga (freight and passenger)

Or. en

Amendment 1692
Pablo Arias Echeverría, José Ramón Bauzá, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:
- Granada – Motril (passenger and freight rail / Conventional / New Constr.)

Or. en

Amendment 1693
Isabel García Muñoz, Clara Aguillera

Proposal for a regulation
Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Granada - Port of Motril (freight and passenger/new construction)

Or. en

Amendment 1694

Izaskun Bilbao Barandica

Proposal for a regulation

Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission

Amendment

Add high speed for rail freight and passenger to the following to the core network:

Pamplona (ES)-Ezkio/Itxaso (ES)

Or. en

Justification

This section provides continuity to the Cantabrian-Mediterranean High Speed Corridor.

Two types of solutions have been considered and this seems to be the most optimal from a railway point of view, from the point of view of the benefits for users in terms of structural functionality and the capacity of the network. This section would be able to avoid high levels of saturation that the network could reach in a short period of time. It should also be remembered that it runs close to the Júndiz Logistics Platform, considered to be of priority interest for the development of what is to be known as the Atlantic Logistics Hub.

It should be added that this proposal reduces the impact on the natural environment and population centres, as well as the impact on rivers and streams, avoiding, among other things, the underground route under the Aralar Natural Park (Gipuzkoa) and the Aralar SCI (Navarre).

Amendment 1695

Isabel García Muñoz
Proposal for a regulation
Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:
- Pau - Huesca (freight and passenger)

Or. en

Amendment 1696

Izaskun Bilbao Barandica

Proposal for a regulation
Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission

Amendment

Add high speed for rail freight and passenger to the following to the core network:
Bilbao (ES)-Santander (ES)

Or. en

Justification

The improved railway section between Santander and Bilbao is closely linked to the execution within the deadlines of the core network (completion in 2030) of the cross-border connection between the Basque Country and the south of France, i.e. the connection with Europe as a priority part of the Atlantic corridor. Both projects are of an important strategic nature and any delay will have very negative effects on the climate change objectives set by the EU.

The Cantabrian coastal regions suffer a stagnation, partly motivated by a deficient railway network that harms its competitiveness. The new upgraded Santander-Bilbao railway section would have an impact of 11,500 million euros, with a transfer of passengers of 123%, an increase in goods transport of 150% and significant reductions in CO2.

The Santander-Bilbao section takes into account the need to reinforce the connexion with Ireland after the BREXIT. The existing maritime connections between Bilbao and Santander and the Irish ports linked to the railway section proposed will offer a great opportunity in logistical terms.

60% of the goods exported from Cantabria go to the Ebro Valley or to Europe via the Basque
Country.

There is a daily economic and social relationship with the Basque Country in such a way that there is a de facto Santander-Bilbao conurbation which causes a great imbalance in terms of journeys.

The average daily intensity of vehicles on our motorways is as follows:

Bilbao: 52,000
Castile: 11,000
Asturias: 9,000

The current railway (via metrica) is not an alternative since it takes 3:15 to cover the 100 km that a car covers in an hour. In addition, the galibos prevent the efficient transit of goods.

As a result, 98% of this traffic is carried out by road, with the Santander-Bilbao motorway being one of the three most congested in Spain.

Amendment 1697
Isabel García Muñoz, Eider Gardiazábal Rubial

Proposal for a regulation
Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission
Amendment

Add the following to the extended core network:
- Santander - Bilbao (freight and passengers/≥ 200 km/h/new construction)

Or. en

Amendment 1698
Inmaculada Rodríguez-Piñero, Domènec Ruiz Devesa, Estrella Durá Ferrandis, Isabel García Muñoz

Proposal for a regulation
Annex 1 – part 16/23 and part 17/23

Text proposed by the Commission
Amendment

Add the following to the core network:
Amendment 1699
Cláudia Monteiro de Aguiar

Proposal for a regulation
Annex 1 – part 17/23

Text proposed by the Commission Amendment

Add the following to the core network:
Porto - Vila Real - Bragança - Zamora
(passenger and cargo rail/≥ 200 km/h)

Amendment 1700
Cláudia Monteiro de Aguiar

Proposal for a regulation
Annex 1 – part 17/23

Text proposed by the Commission Amendment

Add the following to the core network:
- Lagos - Vila Real de Santo António
(passenger rail/≥ 200 km/h)

Amendment 1701
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon,
Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel
García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-
Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 1 – part 17/23

Text proposed by the Commission  Amendment

Add the following to the core network:
- Medina del Campo – Salamanca – Fuentes de Oñoro (passenger rail / ≥ 200 km/h)
- Madrid – Adanero – Tordesillas – Benavente – Ponferrada – Lugo – A Coruña (Road)
- Astorga – León – Carrión de los Condes – Burgos (Road)
- Port of Bahía de Cádiz
- Vigo - Porto (passenger rail/ ≥ 200 km/h)

Or. en

Amendment 1702
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation

Annex 1 – part 17/23

Text proposed by the Commission  Amendment

Add the following to the core network:
- Vigo - Porto (passenger rail/ ≥ 200 km/h)

Or. en

Amendment 1703
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 1 – part 17/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:
- Sevilla – Huelva – Faro (passenger rail / ≥ 200 km/h / New Constr.)
- Córdoba - Jaén – Granada (Conventional)
- Madrid – Alcázar de San Juan – Jaén (Conventional)
- Bilbao – Santander (passenger and freight rail / ≥ 200 km/h / New Constr.)

Or. en

Amendment 1704
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 1 – part 17/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:
- Astorga – Zamora – Salamanca – Plasencia (rail freight / Conventional)
- Aguilar de Campoo – Venta de Baños (Road)
- Plasencia – Navalmorral de la Mata (Road)
- Almería – Guadix (Road)
- Cuenca – Tarancón – Ocana (Road)
- Soria – Aranda de Duero – Valladolid (Road)

Or. en
Amendment 1705
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 1 – part 17/23

Text proposed by the Commission

Amendment

Add the following to the core network:

- Utrera-Granada-Almería (passenger and freight rail/≥200 km/h)

Or. en

Justification

The maintenance of the route is essential to ensure the North-South and East-West transeuropean connectivity and EU territorial balance and cohesion. Furthermore, it enables the European governance of TEN-T corridors

Amendment 1706
Valter Flego, Biljana Borzan, Predrag Fred Matić, Tonino Picula, Romana Jerković, Karlo Ressler, Tomislav Sokol, Željana Zovko, Sunčana Glavak, Ivan Vilibor Sinčić, Mislav Kolakušić, Ladislav Ilčić

Proposal for a regulation
Annex 1 – part 18/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- Zagreb (HR) - Maribor (SI) - Graz (AT) railfreight/passenger (conventional/new construction)

Or. en

Justification

The new railway line Krapina – Pragersko (SI), connection between urban nodes of Zagreb, Maribor and Graz will be faster and there will be no need of rerouting. The new line will close the gap Maribor-Zagreb and would lead to improvement in journey times and regional accessibility, which would strengthen the competitiveness of Croatia, Austria and Slovenia
and boost the EU economy.

Amendment 1707
Andrey Novakov, Karlo Ressler, Sunčana Glavak, Tomislav Sokol, Željana Zovko

Proposal for a regulation
Annex 1 - Part 18/23 and Part 19/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:

- Zagreb (HR) - Maribor (SI) - Graz (AT) rail freight/passenger line (conventional/new construction)

Or. en

Justification

The new railway line Krapina - Pragersko - Maribor - Graz in addition to being faster, there will be no need for rerouting, which is currently not the case since trains from Maribor to Zagreb have no other option but to take a detour via Zidani Most (50 to 60 km) with additional journey time up to 90 minutes. The new line would therefore strengthen the competitiveness of Croatia, Austria and Slovenia and boost the EU economy while improving journey times and regional accessibility.

Amendment 1708

Proposal for a regulation
Annex 1 – part 18/23

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:

- Pula - Buzet (HR) - Divača (SI) - Trieste (IT) rail freight/passenger line Lupoglav – Buzet - state border (SI) - Prešnica (SI)
The proposal of inclusion of the rail connection Trieste - Buzet prevents isolation of the Istria region from other part of the TEN-T network and creates direct connection between Trieste and Pula by railway.

Amendment 1709
Valter Flego, Biljana Borzan, Predrag Fred Matić, Tonino Picula, Romana Jerković, Karlo Ressler, Tomislav Sokol, Željana Zovko, Sunčana Glavak, Ivan Vilibor Sinčić, Mislav Kolakušić, Ladislav Ilčić

Proposal for a regulation
Annex 1 – part 18/23

<table>
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<td>Add the following to the comprehensive network:</td>
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<tr>
<td>- Čakovec - Varaždin - Lepoglava - Zabok Zagreb rail freight/passenger line</td>
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Justification

The section Čakovec - Varaždin - Lepoglava - Zabok - Zagreb rail freight/passenger line will better connect Northern Croatia with the capital Zagreb. Furthermore, the aforementioned route together with the section Zagreb - Port of Rijeka represents the shortest railway connection between Northern Croatia and the Croatian seaside.

Amendment 1710
Massimiliano Salini, Carlo Fidanza

Proposal for a regulation
Annex 1 – part 18/23

<table>
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<td>Add the following to the core network:</td>
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<tr>
<td>- Bussoleno - Avigliana (≥ 200 km/h)</td>
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<tr>
<td>- Orbassano - Torino S.Paolo (≥ 200 km/h)</td>
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Amendment 1711
Massimiliano Salini, Carlo Fidanza

Proposal for a regulation
Annex 1 – part 18/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Bologna – Ancona (≥ 200 km/h)

Or. en

Justification

The rail connection Bologna – Ancona – Foggia on the Baltic – Adriatic Seas corridor should be developed for high-speed traffic rather than as a conventional line.

The above would "upgrade" bologna-Ancona from the proposed conventional to high-speed core network. And the section Ancona-Foggia from the proposed conventional extended core network status to high-speed extended core network status.

Amendment 1712
Massimiliano Salini, Carlo Fidanza

Proposal for a regulation
Annex 1 – part 18/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:
- Ancona – Foggia (≥ 200 km/h)

Or. en

Justification

The rail connection Bologna – Ancona – Foggia on the Baltic – Adriatic Seas corridor should be developed for high-speed traffic rather than as a conventional line.

The above would "upgrade" bologna-Ancona from the proposed conventional to high-speed core network. And the section Ancona-Foggia from the proposed conventional extended core network status to high-speed extended core network status.
network status to high-speed extended core network status.

Amendment 1713
Lucia Vuolo

Proposal for a regulation
Annex 1 – part 18/23 and part 19/23

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<tr>
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<th>Amendment</th>
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<tbody>
<tr>
<td>Include the following sections as high-speed (≥ 200 km/h) rail freight and rail passengers lines:</td>
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<tr>
<td>Bologna – Foggia (comprehensive network)</td>
<td></td>
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<tr>
<td>Salerno – Battipaglia (comprehensive network)</td>
<td></td>
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</table>

Or. en

Justification

The rail connection between Bologna and Foggia and Salerno and Battiglvia should be developed as a high-speed rail line for a speed of 200km/h or above.

Amendment 1714
Lucia Vuolo

Proposal for a regulation
Annex 1 – part 18/23

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<td>- Battipaglia - Praia a mare rail freight line</td>
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Or. en

Amendment 1715
Mario Furore
### Proposal for a regulation

#### Annex 1 – part 18/23

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<tr>
<td>- Bari-Lecce</td>
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</table>

**Justification**

*The extension of the Baltic Sea – Adriatic Sea till Lecce is a key for the touristic and economic situation and for the connexion with the Balkan States*

**Amendment 1716**  
Massimiliano Salini, Carlo Fidanza

#### Proposal for a regulation  
Annex 1 – part 19/23

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<td>- Bussoleno - Avigliana (≥ 200 km/h)</td>
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<td>- Orbassano - Torino S.Paolo (≥ 200 km/h)</td>
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**Amendment 1717**  
Massimiliano Salini, Carlo Fidanza

#### Proposal for a regulation  
Annex 1 – part 19/23

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<td>- Chiasso - Como San Giovanni</td>
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**Or. en**
Amendment 1718
Massimiliano Salini, Carlo Fidanza

Proposal for a regulation
Annex 1 – part 19/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Bologna – Ancona (≥ 200 km/h)

Or. en

Justification

The rail connection Bologna – Ancona – Foggia on the Baltic – Adriatic Seas corridor should be developed for high-speed traffic rather than as a conventional line.

The above would "upgrade" bologna-Ancona from the proposed conventional to high-speed core network. And the section Ancona-Foggia from the proposed conventional extended core network status to high-speed extended core network status.

Amendment 1719
Massimiliano Salini, Carlo Fidanza

Proposal for a regulation
Annex 1 – part 19/23

Text proposed by the Commission

Amendment

Add the following to the extended core network:
- Ancona – Foggia (≥ 200 km/h)

Or. en

Justification

The rail connection Bologna – Ancona – Foggia on the Baltic – Adriatic Seas corridor should be developed for high-speed traffic rather than as a conventional line.

The above would "upgrade" bologna-Ancona from the proposed conventional to high-speed core network. And the section Ancona-Foggia from the proposed conventional extended core network status to high-speed extended core network status.
Amendment 1720
Massimiliano Salini, Carlo Fidanza

Proposal for a regulation
Annex 1 – part 19/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- La Spezia - Genova
- Genova - Ventimiglia

Or. en

Amendment 1721
Massimiliano Salini

Proposal for a regulation
Annex 1 – part 19/23

Text proposed by the Commission

Amendment

Include the following sections as high-speed (≥ 250 km/h) rail passengers lines:
- Milano – Trevigilio (core network)
- Treviglio – Verona (core network)

Or. en

Justification

The rail connection between Milan and Munich should be developed as a high-speed rail line for a speed of 250km/h or above, including its sections located on the Scandinavian-Mediterranean corridor.

Amendment 1722

Proposal for a regulation
Annex 1 – part 19/23

Text proposed by the Commission

Add the following to the extended core network:
Postojna (SI) - Rijeka - Žuta Lokva road (HR)

Add the following to the core network:
Zagreb (HR) - Maribor (SI) - Graz (AT) road

Or. en

Justification

The construction of the section Postojna - Rijeka will fully integrate the Slovenian motorway system with the Croatian port city Rijeka and further with Lika - Senj County. The inclusion of the section Zagreb - Macelj in the TEN-T, as core road, is needed to enable better traffic flows, interoperability and removing bottlenecks.

Amendment 1723

Proposal for a regulation
Annex 1 – part 19/23

Text proposed by the Commission

Add the following to the comprehensive network:
Rijeka - Divača (SI) - Trieste (IT) road connection Kanfanar – Umag – State border - (SI) road connection

Or. en

Justification

Ilirska Bistrica - Divača road connects the urban nodes Rijeka and Trieste. Section “Umag I/C – Kanfanar I/C – State border (SI)” is partially completed through a highway that connects four cities in Istria (HR) to the TEN-T network. Although it serves regional
cooperation, the existing situation does not provide quality connection to the TEN-T. Therefore, this section should be part of Comprehensive TEN-T network.

Amendment 1724
Lucia Vuolo

Proposal for a regulation
Annex 1 – part 19/23

Text proposed by the Commission
Amendment

Add the following to the core network:
- Battipaglia - Praia a Mare rail passenger line

Or. en

Amendment 1725
Marian-Jean Marinescu

Proposal for a regulation
Annex 1 – part 20/23

Text proposed by the Commission
Amendment

Add the following to the core network:
- Buzau - Galati

Or. en

Justification

Galati it is a core network port and should be connected to a rail fright core network

Amendment 1726
Andrey Novakov, Emil Radev, Radan Kanev

Proposal for a regulation
Annex 1 – part 20/23

Text proposed by the Commission

Amendment

Add the following to the core and/or the comprehensive network:
- Ruse - Razgrad - Shumen - Provadia - Devnya - Varna (inland waterways)

Or. en

Amendment 1727
Marian-Jean Marinescu

Proposal for a regulation
Annex 1 – part 21/23

Text proposed by the Commission

Amendment

Add the following to the core network:
- Craiova-Caracal-Alexandria-Bucuresti

Or. en

Justification

The actual alignment of the core network is Craiova-Caracal-Alexandria-Bucuresti. This is part of the former corridor 4. There is no reason to move to Craiova - Pitesti especially when this section is already financed and build in proportion of 25%.

Section Craiova-Pitesti stays in the comprehensive network.

Amendment 1728
Marian-Jean Marinescu

Proposal for a regulation
Annex 1 – part 21/23

Text proposed by the Commission

Amendment

Add the following to comprehensive network
- Craiova - Pitesti
The actual alignment of the core network is Craiova-Caracal-Alexandria-Bucuresti. This is part of the former corridor 4. There is no reason to move to Craiova - Pitesti especially when this section is already financed and build in proportion of 25%.

Section Craiova-Pitesti stays in the comprehensive network.

Amendment 1729
Marian-Jean Marinescu, Pernille Weiss

Proposal for a regulation
Annex 2 - table - section DK

Text proposed by the Commission
Node name: Aalborg

Amendment
Node name: Aalborg

Inland port: Core

Justification
The Port of Aalborg is the core hub for waterborne transport in Jutland and the primary entrepôt of the region. As the Limfjord should be recognized as a inland waterway section, so should its primary port be considered a core inland port.

Amendment 1730
Jens Gieseke, Niclas Herbst

Proposal for a regulation
Annex 2 - table - section DE

Text proposed by the Commission
Node name: Föhr Amrum

Deletion of the node.

Justification
There is no supra-regional traffic in this port. The corresponding mainland ports are neither included in nor intended to be included in the TEN-T network.
Amendment 1731
Jens Gieseke, Niclas Herbst

Proposal for a regulation
Annex 2 - table - section DE

Text proposed by the Commission

<table>
<thead>
<tr>
<th>Text</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Node name: Kiel</td>
<td>Node name: Kiel</td>
</tr>
<tr>
<td>Maritime port: Comprehensive</td>
<td>Maritime port: Core</td>
</tr>
</tbody>
</table>

Justification

The Kiel Canal is already included in the TEN-T corridor, but the port of Kiel is not a core network port, although significant freight and passenger traffic in the Baltic Sea region takes place here.

Amendment 1732
Jens Gieseke, Niclas Herbst

Proposal for a regulation
Annex 2 - table - section DE

Text proposed by the Commission

<table>
<thead>
<tr>
<th>Text</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Node name: List auf Sylt</td>
<td>Deletion of the node.</td>
</tr>
</tbody>
</table>

Justification

There is no supra-regional traffic in this port. The corresponding mainland ports are neither included in nor intended to be included in the TEN-T network.

Amendment 1733
Jens Gieseke, Niclas Herbst

Proposal for a regulation
Annex 2 - table - section DE

Text proposed by the Commission

Node name: Wyk auf Föhr

Deletion of the node.

Or. en

Justification

There is no supra-regional traffic in this port. The corresponding mainland ports are neither included in nor intended to be included in the TEN-T network.

Amendment 1734
Elena Kountoura, Chris MacManus

Proposal for a regulation
Annex 2 - table - section IE

Text proposed by the Commission

Node name: Galway

Maritime port: Core

Or. en

Justification

The ports of Sligo, Galway and of Killybegs should be part of the core network.

Amendment 1735
Elena Kountoura, Chris MacManus

Proposal for a regulation
Annex 2 - table - section IE

Text proposed by the Commission

Node name: Killybegs

Maritime port: Core

Or. en
Justification

The ports of Sligo, Galway and of Killybegs should be part of the core network.

Amendment 1736
Elena Kountoura, Chris MacManus

Proposal for a regulation
Annex 2 - table - section IE

Text proposed by the Commission
Node name: Sligo
Maritime port: Core

Amendment

Or. en

Justification

The ports of Sligo, Galway and of Killybegs should be part of the core network.

Amendment 1737
Elena Kountoura, Chris MacManus

Proposal for a regulation
Annex 2 - table - section IE

Text proposed by the Commission
Node name: Carraig Fhiáin/Carrickfin
Airport: comprehensive (Dúnnan Gall/Donegal)

Amendment
Node name: Carraig Fhiáin/Carrickfin
Airport: core (Dúnnan Gall/ Donegal)

Or. en

Justification

The airports Donegal, Connaught and Shannon should be part of the core network.

Amendment 1738
Elena Kountoura, Chris MacManus

Proposal for a regulation
Annex 2 - table - section IE

**Text proposed by the Commission**

Node name: An Cnoc/Knock
Airport: comprehensive (Cúige Chonnacht/Connaught)

**Amendment**

Node name: An Cnoc/Knock
Airport: core (Cúige Chonnacht/Connaught)

**Or. en**

**Justification**

The airports Donegal, Connaught and Shannon should be part of the core network.

**Amendment 1739**

Elena Kountoura, Chris MacManus

**Proposal for a regulation**

**Annex 2 - table - section IE**

**Text proposed by the Commission**

Node name: Luimeneach/Limerick
Airport: comprehensive (Sionainn/Shannon)

**Amendment**

Node name: Luimeneach/Limerick
Airport: core (Sionainn/Shannon)

**Or. en**

**Justification**

The airports Donegal, Connaught and Shannon should be part of the core network.

**Amendment 1740**

Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

**Proposal for a regulation**

**Annex 2 - table - section ES**

**Text proposed by the Commission**

Node name: Algeciras

**Amendment**

Node name: Algeciras
### Amendment 1741

*Isabel García Muñoz, Lina Gálvez Muñoz, Clara Aguilera*

**Proposal for a regulation**  
**Annex 2 - table - section ES**

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Node name: Cádiz</td>
<td>Node name: Cádiz</td>
</tr>
<tr>
<td>Maritime port: <em>Comprehensive</em> (Bahía de Cádiz)</td>
<td>Maritime port: <em>Core</em> (Bahía de Cádiz)</td>
</tr>
</tbody>
</table>

### Amendment 1742

*Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez*

**Proposal for a regulation**  
**Annex 2 - table - section ES**

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Node name: Cádiz</td>
<td>Node name: Cádiz</td>
</tr>
<tr>
<td>Maritime port: <em>Comprehensive</em> (Bahía de Cádiz)</td>
<td>Maritime port: <em>Core</em> (Bahía de Cádiz)</td>
</tr>
</tbody>
</table>

### Amendment 1743

*Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez*

**Proposal for a regulation**
<table>
<thead>
<tr>
<th>Amendment</th>
<th>Node name: Castellón</th>
<th>Maritime port: Comprehensive</th>
<th>Node name: Castellón</th>
<th>Maritime port: Core</th>
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</thead>
<tbody>
<tr>
<td><strong>Amendment 1744</strong></td>
<td>Isabel García Muñoz, Inmaculada Rodríguez-Piñero, Domènec Ruiz Devesa, Estrella Durá Ferrandis</td>
<td>Proposal for a regulation</td>
<td><strong>Annex 2 - table - section ES</strong></td>
<td>Text proposed by the Commission</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Amendment</th>
<th>Node name: Ferrol</th>
<th>Maritime port: Comprehensive</th>
<th>Node name: Ferrol</th>
<th>Maritime port: Core</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Amendment 1746</strong></td>
<td>Isabel García Muñoz, Nicolás González Casares</td>
<td>Proposal for a regulation</td>
<td><strong>Annex 2 - table - section ES</strong></td>
<td>Text proposed by the Commission</td>
</tr>
</tbody>
</table>
Proposal for a regulation
Annex 2 - table - section ES

*Text proposed by the Commission*  
*Amendment*

Node name: Ferrol  
Node name: Ferrol

Maritime port: *Comprehensive*  
Maritime port: *Core*

Or. en

Amendment 1747  
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon,  
Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel  
García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-  
Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 2 - table - section ES

*Text proposed by the Commission*  
*Amendment*

Node name: Gandía

*Maritime port: Comprehensive*

Or. en

Amendment 1748  
Isabel García Muñoz, Inmaculada Rodríguez-Piñero, Domèneç Ruiz Devesa, Estrella  
Durá Ferrandis

Proposal for a regulation
Annex 2 - table - section ES

*Text proposed by the Commission*  
*Amendment*

Node name: Gandía

*Maritime port: Comprehensive*

Or. en

Amendment 1749  
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon,
Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 2 - table - section ES

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Node name: Pontevedra (Puerto de Marín-Ría)</td>
<td>Node name: Pontevedra (Puerto de Marín-Ría)</td>
</tr>
<tr>
<td>Maritime port: Comprehensive</td>
<td>Maritime port: Core</td>
</tr>
<tr>
<td>Rail road terminals: Básica (San Roque)</td>
<td>Or. en</td>
</tr>
</tbody>
</table>

Amendment 1750
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 2 - table - section ES

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Node name: Santander</td>
<td>Node name: Santander</td>
</tr>
<tr>
<td>Maritime port: Comprehensive</td>
<td>Maritime port: Core</td>
</tr>
<tr>
<td>Or. en</td>
<td></td>
</tr>
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</table>

Amendment 1751
Isabel García Muñoz

Proposal for a regulation
Annex 2 - table - section ES

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
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</thead>
<tbody>
<tr>
<td>Node name: Santander</td>
<td>Node name: Santander</td>
</tr>
<tr>
<td>Maritime port: Comprehensive</td>
<td>Maritime port: Core</td>
</tr>
</tbody>
</table>
**Amendment 1752**

Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 2 - table - section ES

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Node name: Vigo</td>
<td>Node name: Vigo</td>
</tr>
<tr>
<td>Maritime port: Comprehensive</td>
<td>Maritime port: Core</td>
</tr>
</tbody>
</table>

**Amendment 1753**

Isabel García Muñoz, Nicolás González

Proposal for a regulation
Annex 2 - table - section ES

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
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</thead>
<tbody>
<tr>
<td>Node name: Vigo</td>
<td>Node name: Vigo</td>
</tr>
<tr>
<td>Maritime port: Comprehensive</td>
<td>Maritime port: Core</td>
</tr>
</tbody>
</table>

**Amendment 1754**

Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 2 - table - section ES

Text proposed by the Commission  Amendment

Node name: Vilagarcía de Arousa
Maritime port: Comprehensive

Or. en

Amendment 1755
Isabel García Muñoz, Nicolás González Casares

Proposal for a regulation
Annex 2 - table - section ES

Text proposed by the Commission  Amendment

Node name: Vilagarcía de Arousa
Maritime port: Comprehensive

Or. en

Amendment 1756
Karima Delli, Younous Omarjee, François Alfonsi, Nora Mebarek

Proposal for a regulation
Annex 2 - table - section FR

Text proposed by the Commission  Amendment

Node name: Ajaccio (Corsica)
Maritime port: Comprehensive
Rail road terminals: X

Or. en

Justification

The port of Ajaccio should be developed as a port on the core network and reflected as such in the maps of Annex 1.
### Amendment 1757
Karima Delli, Younous Omarjee, François Alfonsi, Nora Mebarek

Proposal for a regulation
Annex 2 - table - section FR

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Node name: Bastia (Corsica)</td>
<td>Node name: Bastia (Corsica)</td>
</tr>
<tr>
<td>Maritime port: Comprehensive</td>
<td>Maritime port: Core</td>
</tr>
<tr>
<td>Rail road terminals: X</td>
<td>Rail road terminals: X</td>
</tr>
</tbody>
</table>

**Justification**

The port of Bastia should be developed as a port on the core network and reflected as such in the maps of Annex 1.

### Amendment 1758
Andrey Novakov, Karlo Ressler, Sunčana Glavak, Tomislav Sokol, Željana Zovko

Proposal for a regulation
Annex 2 - table - section HR

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Node name: Ploče</td>
<td>Node name: Ploče</td>
</tr>
<tr>
<td>Maritime port: Comprehensive</td>
<td>Maritime port: Core</td>
</tr>
</tbody>
</table>

### Amendment 1759
Valter Flego, Biljana Borzan, Predrag Fred Matić, Tonino Picula, Romana Jerković, Karlo Ressler, Tomislav Sokol, Željana Zovko, Sunčana Glavak, Ivan Vilibor Sinčić, Mislav Kolakušić, Ladislav Ilčić

Proposal for a regulation
Annex 2 - table - section HR

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Node name: Ploče</td>
<td>Node name: Ploče</td>
</tr>
</tbody>
</table>
Maritime port: *Comprehensive*  
Maritime port: *Core*

**Justification**

*The exceptions specified in this proposal apply to the Port of Ploče. It is the second largest Croatian port and start/end point of the Pan European corridor V, branch Vc; a crucial maritime gateway for Bosnia and Hercegovina. The corridor Vc is now part of the newly proposed Western Balkans - East Mediterranean TEN-T Corridor. Ongoing and planned investments through WBIF in BiH will provide a quality connection to the port. The exclusion of the port from the Core network could cause major bottlenecks on the Western Balkans corridor and significantly reduce investments through EU funds.*

**Amendment 1760**  
Lucia Vuolo

**Proposal for a regulation**  
**Annex 2 - table - section IT**

*Text proposed by the Commission*  

**Amendment**

**Node name:** Battipaglia  
**Urban node:** X

**Justification**

*In Italy, include Battipaglia as urban node.*

**Amendment 1761**  
Mario Furore

**Proposal for a regulation**  
**Annex 2 - table - section IT**

*Text proposed by the Commission*  

**Amendment**

**Node name:** Brindisi  
**Urban node:**  
**Airport:** *Comprehensive*  
**Martime port:** *Comprehensive*
It is evident from the situation in the area that Brindisi is a major logistical and systemic node, because it is part of the extension of the Baltic-Adriatic corridor, and as a logical extension of the Scandinavian-Mediterranean corridor which connects Naples to Bari and Taranto.

Amendment 1762
Mario Furore

Proposal for a regulation
Annex 2 - table - section IT

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Node name: Foggia</td>
<td>Node name: Foggia</td>
</tr>
<tr>
<td>Urban node:</td>
<td>Urban node: X</td>
</tr>
<tr>
<td>Airport: Comprehensive</td>
<td>Airport: Core</td>
</tr>
<tr>
<td>Rail road terminals: Comprehensive (Incoronata)</td>
<td>Rail road terminals: Core (Incoronata)</td>
</tr>
</tbody>
</table>

Foggia is a major logistical and systemic node, because it is part of the extension of the Baltic-Adriatic corridor, and a urban node of the Scandinavian-Mediterranean corridor which connects Naples to Bari and Taranto.

Amendment 1763
Mario Furore

Proposal for a regulation
Annex 2 - table - section IT

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Node name: Lecce</td>
<td></td>
</tr>
<tr>
<td>Rail road terminals: Core</td>
<td></td>
</tr>
</tbody>
</table>

Or. en
Justification

Lecce will be part of the extension of the Baltic-Adriatic corridor, and also a logical extension of the Scandinavian-Mediterranean corridor which connects Naples to Bari and Taranto.

Amendment 1764
Massimiliano Salini, Carlo Fidanza

Proposal for a regulation
Annex 2 - table - section IT

Text proposed by the Commission
Node name: Modena

Amendment
Node name: Modena
Rail Road Terminals: Marzaglia Multimodal Terminal

Justification

In Italy include “Marzaglia Multimodal Terminal” in Modena as a new urban node in the core.

Amendment 1765
Massimiliano Salini, Carlo Fidanza

Proposal for a regulation
Annex 2 - table - section IT

Text proposed by the Commission
Node name: Marzaglia Multimodal Terminal (Modena)

Amendment
Node name: Marzaglia Multimodal Terminal (Modena)
Urban node: Core

Amendment 1766
Lucia Vuolo

Proposal for a regulation

EN
Annex 2 - table - section IT

Text proposed by the Commission

Node name: Salerno

Airport: Comprehensive

Amendment

Justification

In Italy, add Salerno airport to comprehensive network.

Amendment 1767

Proposal for a regulation

Annex 2 - table - section AT

Text proposed by the Commission

Node Name: Klagenfurt

Rail road terminals: comprehensive (Villach-Fürnitz)

Amendment

Justification

The proposal of the Commission defines the terminal Villach-Fürnitz merely as a rail-road terminal on the comprehensive network. However, the terminal Villach-Fürnitz should be added to the core-network due to its strategic location on the intersection between the two European Transport Corridors Baltic Sea-Adriatic Sea and Western Balkans. In addition, the terminal serves as “dry port” in conjunction with the port of Trieste.

Amendment 1768
Kosma Złotowski

Proposal for a regulation
Annex 2 - table - section AT

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
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</thead>
<tbody>
<tr>
<td>Node Name: Bydgoszcz</td>
<td>Node Name: Bydgoszcz</td>
</tr>
<tr>
<td>Rail road terminals: <strong>comprehensive</strong> (Bydgoszcz, Bydgoszcz – Południe)</td>
<td>Rail road terminals: <strong>core</strong> (Bydgoszcz, Bydgoszcz – Południe)</td>
</tr>
</tbody>
</table>

Justification

According to the general principles contained in Regulation 1315/2013 of the European Parliament and of the Council of 11 December 2013, the TEN-T core network should provide the basis for the development of a sustainable multimodal transport network and stimulate the development of the entire comprehensive network, and the Commission should take into account national implementation plans and future extensions when reviewing the implementation of the core network by 2023. In addition, Section 6 of this document indicates as a requirement for intermodal transport infrastructure, for non-bulk cargo, an annual transhipment of 800,000 tonnes.

In the document entitled "Analysis of development options for the intermodal terminal in Bydgoszcz Emilianowo", prepared in accordance with the guidelines of the Centre for EU Transport Projects (CUPT), based in Warsaw, under the supervision of PKP SA, reloading estimates were developed for the Intermodal Terminal Bydgoszcz-Emilianowo, with projected throughput in 2030 at the level of 93.6 thousand TEU and over 124 thousand TEU. Assuming a conversion rate of 1 TEU = 12 tonnes, this will allow to reach a ceiling of over 1.1 million tonnes of transhipments in 2030 and nearly 1.5 million tonnes in 2031. It should be noted that these are only preliminary estimates, as higher transhipments are possible, for example from the seaports of Gdańsk and Gdynia.

From the point of view of the role of seaports in Gdańsk and Gdynia, the Bydgoszcz node is expected to play a strategic role in the TEN-T Baltic-Adriatic corridor, contributing to the growing importance of the role of intermodal transport in this part of Europe. Railway line No. 131, which is crucial for the Baltic-Adriatic corridor, runs through Bydgoszcz and is already included in the core network. The strategic role of Bydgoszcz is also evidenced by the fact that the draft revision of the TEN-T network of 14 December 2021 envisaged the inclusion of railway line 201, which directly connects the seaports of Gdansk and Gdynia with the Bydgoszcz-Emilianowo terminal, in the core network. The construction of the terminal has been included by the Polish government in the National Reconstruction Programme under the Next Generation EU (NGEU) funds.

With this in mind, it should be emphasised that the Bydgoszcz will play a strategic role in the Baltic-Adriatic corridor. Also, transhipment forecasts indicate the fulfilment of the requirements for this type of infrastructure in the period foreseen for the implementation of the Trans-European Transport Network. Thus, it is fully justified to place Bydgoszcz as a road-rail node of the TEN-T core network.
Amendment 1769
Cláudia Monteiro de Aguiar

Proposal for a regulation
Annex 2 - table - section PT

Text proposed by the Commission

Node Name: Caniçal (Madeira)

Maritime Port: Core

Amendment

Node Name: Caniçal (Madeira)

Or. en

Amendment 1770
Cláudia Monteiro de Aguiar

Proposal for a regulation
Annex 2 - table - section PT

Text proposed by the Commission

Node Name: Madeira

Maritime Port: Core

Amendment

Node Name: Madeira

Or. en

Amendment 1771
Marian-Jean Marinescu

Proposal for a regulation
Annex 2 - table - section RO

Node name: Brasov

Airport: Comprehensive

Justification

Brasov airport will be finalized before approval of this regulation

Or. en
Amendment 1772
Marian-Jean Marinescu

Proposal for a regulation
Annex 2 - table - section RO

Text proposed by the Commission

Node name: Galati

Amendment

Node name: Galati

Rail road terminals: Core

Or. en

Justification

Galati it is a core network port and should be connected by a rail core network.

Amendment 1773
Elsi Katainen, Alviina Alametsä, Eero Heinäluoma, Henna Virkkunen, Laura Huhtasaari, Mauri Pekkarinen, Miapetra Kumpula-Natri, Nils Torvalds, Petri Sarvamaa, Teuvo Hakkarainen, Ville Niinistöx

Proposal for a regulation
Annex 2 - table - section FI (new)

Text proposed by the Commission

Node name: Kaskinen

Amendment

Maritime port: Comprehensive

Or. en

Justification

In Finland, add Kaskinen maritime port to the comprehensive network. The port of Kaskinen is important, among other things, to the energy security, emergency supply chains, military mobility and renewable energy production of Finland. Annual passenger traffic and cargo volumes alone do not adequately reflect the multifaceted roles ports play. Therefore, the methodology should also consider the aforementioned parameters.
Proposal for a regulation
Annex 2 - table - section FI

**Text proposed by the Commission**

Node name: Kokkola
Maritime port: **Comprehensive**

**Amendment**

Node name: Kokkola
Maritime port: **Core**

**Justification**

In Finland, upgrade Kokkola maritime port from the comprehensive to the core network. The port of Kokkola is important, among other things, to the connectivity, security of supply and renewable energy production of Finland. Geopolitically strategic aspects should also be taken into account when determining the core network ports.

Amendment 1775
Elsi Katainen, Alviina Alametsä, Eero Heinäluoma, Henna Virkkunen, Laura Huhtasaari, Mauri Pekkarinen, Miapetra Kumpula-Natri, Nils Torvalds, Petri Sarvamaa, Teuvo Hakkarainen, Ville Niinistöx

Proposal for a regulation
Annex 2 - table - section FI

**Text proposed by the Commission**

Node name: Oulu / Uleåborg
Maritime port: **Comprehensive** (Oulu)

**Amendment**

Node name: Oulu / Uleåborg
Maritime port: **Core** (Oulu)

**Justification**

In Finland, upgrade Oulu maritime port from the comprehensive to the core network. The port of Oulu is important, among other things, to the connectivity and security of supply of Finland. Geopolitically strategic aspects should also be taken into account when determining the core network ports.

Amendment 1776
Elsi Katainen, Alviina Alametsä, Eero Heinäluoma, Henna Virkkunen, Laura Huhtasaari, Mauri Pekkarinen, Miapetra Kumpula-Natri, Nils Torvalds, Petri Sarvamaa, Teuvo Hakkarainen, Ville Niinistöx
Annex 2 - table - section FI (new)

Text proposed by the Commission

Node name: Pietarsaari
Maritime port: Comprehensive

Justification

In Finland, add Pietarsaari maritime port to the comprehensive network. The port of Pietarsaari is important, among other things, to the energy security, emergency supply chains, military mobility and renewable energy production of Finland. Passenger traffic and cargo volumes alone do not adequately reflect the multifaceted roles ports play. Therefore, the methodology should also consider the aforementioned parameters.

Amendment 1777
Jörgen Warborn

Proposal for a regulation

Annex 2 - table - section SE

Text proposed by the Commission

Node name: Borlänge
Urban node: X

Justification

In Sweden, include Borlänge as an urban node. The functional urban area around Borlänge encompasses 161,000 people and is among Sweden’s most important industrial clusters. A new mega-size battery factory is under establishment, and new plants are being constructed for the production of high-tech power transmission technologies - both which are key for the achievement of the Union’s sustainability goals. Borlänge handles large flows of goods from the surrounding steel and forest industries and is home to one of the country's foremost marshalling yards. It is an important node for the transfer of goods between road and rail with connection to the ports of Gävle and Gothenburg via Hallsberg (terminal node on the ScanMed), with road and rail connections to ScanMed's core network corridor.

Amendment 1778
Jörgen Warborn

Proposal for a regulation
Annex 2 - table - section SE

Text proposed by the Commission  Amendment

Node name: Luleå  Node name: Luleå

Urban node: X

Or. en

Justification

In Sweden, include Luleå as an urban node. The functional urban area around Luleå encompasses 177,000 people and the area is of immense strategic importance for the Union in terms of raw materials sourcing and industrial production. Establishment of a new steel mill for fossil-free production is currently taking place and the existing steelworks will be converted to fossil-free steel production. The roads E4 and E10 connect Luleå and the coast with the ore fields as well as Norway and Finland. The Scandinavia-Mediterranean corridor passes through Luleå heading for Norwegian Narvik, and in Luleå harbour, which is a core port, the North Sea-Baltic corridor starts, continuing into Finland. Large population growth is expected in the cluster, and its strategic importance for industry production in the Union as a whole underlines its rightful place as a designated urban node.

Amendment 1779
Jörgen Warborn

Proposal for a regulation
Annex 2 - table - section SE

Text proposed by the Commission  Amendment

Node name: Östersund  Node name: Östersund

Urban node: X

Or. en

Justification

In Sweden, include Östersund as an urban node. The functional urban area around Östersund encompasses 110,000 people and is an important node in inner Norrland, which is intersected by cross-border road and rail routes westwards towards Norway and the Atlantic Ocean coast, and eastwards to the Baltic Sea coast, with maritime connections to Finland and beyond. This corridor is of great strategic importance in terms of military mobility, and for ensuring the preparedness to rapidly deploy allied forces from bases in Norway to the Baltic region through the corridor Trondheim (Atlantic) - Östersund - Sundsvall (Baltic). The infrastructure passing through this urban area is also key to ensure resilience in raw material and goods supply to and from the northernmost part of the Union.
Amendment 1780
Jörgen Warborn

Proposal for a regulation
Annex 3 – part 1/14

Text proposed by the Commission

Amendment

Add the following to the map of European Transport corridors:

- Prolong the Baltic-Adriatic Corridor from Świnoujście (PL) to Ystad (SE) and connect it to the Scandinavian-Mediterranean Corridor in Malmö (SE).

Or. en

Justification

The Baltic-Adriatic Corridor runs from Italy to Poland, but stops abruptly at the Polish side of the Baltic coast, instead of connecting to the Scandinavian-Mediterranean Corridor on the Swedish side, which would reflect reality on this heavily used maritime link. Traffic across the Baltic Sea on this route is very important for businesses and citizens on both sides, and even more so in light of the goods disruptions and geopolitical threats we are experiencing. By extending the Baltic-Adriatic corridor from Świnoujście to Ystad and further connecting to Scan-Med Corridor in Malmö, the Union could increase economic integration and the resilience to crises and trade disruptions in this geostrategically extremely important area.

Amendment 1781
Jörgen Warborn

Proposal for a regulation
Annex 3 – part 1/14

Text proposed by the Commission

Amendment

Add the following to the map of European Transport corridors:

- Prolong the North Sea-Baltic Corridor from Ventspils (LV) across the Baltic Sea to Stockholm (SE) and connect it to the Scandinavian-Mediterranean Corridor in Stockholm (SE).
Strengthening the maritime connections between Scandinavia and the Baltic states is of paramount importance in light of current geopolitical threats. The corridor ending in Latvian Ventspils should be prolonged to Stockholm on the Swedish side of the sea, to show a strong signal of wanting to reinforce the link between these two parts of the union, spurring their economic integration and strengthening the joint resilience to crises.

Amendment 1782
Karima Delli, Younous Omarjee, François Alfonsi, Nora Mebarek

Proposal for a regulation
Annex 3 - 1/14

Text proposed by the Commission

Amendment

Add the following to the map of European Transport corridors:
- include the maritime link Marseille - Ajaccio in the Mediterranean corridor
- include the maritime link Cagliari - Ajaccio in the Mediterranean corridor

Justification

The island of Corsica should be connected by a maritime link to Marseille within the Mediterranean corridor and to Cagliari.

Amendment 1783
Karima Delli, Younous Omarjee, François Alfonsi, Nora Mebarek

Proposal for a regulation
Annex 3 - 1/14

Text proposed by the Commission

Amendment

Add the following to the map of European Transport corridors:
- include the maritime link Genoa - Bastia in the Rhine - Alpine corridor.
Justification

The island of Corsica should be connected by a maritime link to Genoa within the Rhine-Alpine corridor.

Amendment 1784
Karima Delli, Younous Omarjee, François Alfonsi, Nora Mebarek
Proposal for a regulation
Annex 3 - 1/14

Text proposed by the Commission

Amendment

Add the following to the map of European Transport corridors:
- include the maritime link La Spezia - Bastia in the Scandinavian - Mediterranean corridor
- include the maritime link Livorno - Bastia in the Scandinavian - Mediterranean corridor

Justification

The island of Corsica should be connected by a maritime link to La Spezia and Livorno within the Scandinavian – Mediterranean

Amendment 1785
Lucia Vuolo
Proposal for a regulation
Annex 3 – part 1/14

Text proposed by the Commission

Amendment

Add the following to the map of European Transport corridors:
Prolong the Western Balkans Corridor from Durres (ALB) accross the Adriatic Sea to Bari (IT) and connect, via Tirrana
(ALB), to Skopje (MK) and Sofia (BG).

Justification

The intersection of the North - South route of the Adriatic - Ionian Corridor with the East - West route, that goes from the Black Sea to the Italian adriatic regions, can give a considerable boost to the transportation of goods and people from the East towards the heart of Europe and conversely. At maritime level, the triangle Puglia - Albania - Montenegro constitute a strategic hub, which serves as an entry gate for both the EU and the Balkans.

The geo-political development of expected EU enlargements should address reflection on a stronger integration of all Western Balkans countries and a prioritization of investments in transport infrastructure of Corridor VIII completion based on duly justified needs.

The specific role of Corridor VIII gains further importance, as it represents the main East-West axis connecting the South part of the Mediterranean basin (ports of Bari and Brindisi) to the South-eastern Balkans up to the Black Sea, as well as to the regions of the Caucasus.

These are strategic and geopolitically relevant connections that should be inserted in the EU priorities and all the EU countries involved should work together with the non-EU countries in order to set priorities, accompany and support an integrated governance of the infrastructures, capable of defining medium-term priorities, projects and funding coherent with the need of creating an interconnected network of railways' infrastructures and services, roads and logistic centers, connecting ports and airports on the two sides of Europe.

Amendment 1786
Andrey Novakov, Emil Radev, Asim Ademov, Radan Kanev, Andrey Kovachev, Angel Dzhambazki, Andrey Slabakov, Ilhan Kyuchyuk, Atidzhe Alieva-Veli, Petar Vitanov, Ivo Hristov, Iskra Mihaylova

Proposal for a regulation
Annex 3 - Part 1/14

Text proposed by the Commission

Amendment

Add the following to the corridor Western Balkans:
- Sofia - Skopje - Durres (entire section)

Justification

The Pan-European Corridor VIII, which connects Bulgaria with the Republic of North Macedonia, Albania and Italy (by sea), is a crucial East-West route in terms of strengthening
the connectivity of the region, creating an intermodal link between the Black Sea and the Adriatic and sending strong signals for the European integration of the Western Balkans. Therefore, we believe that it needs to be properly prioritized due to its substantial added value for the EU.

Amendment 1787
Massimiliano Salini

Proposal for a regulation
Annex 3 - Part 1/14 – map 1a (new)

Text proposed by the Commission

Amendment

*High-speed rail network for a speed of 250km/h or above in the European Transport Corridors - rail passengers connections*
Amendment 1788
Dorien Rookmaker

Proposal for a regulation
Annex 3 - Part 1/14 – map 1a (new)

Text proposed by the Commission

Amendment

EU High-Speed Rail Network (HSR) Missing Links - With and Without Expected Year of Completion

The highlighted links are not under construction nor have a completion year. Therefore, they require more support to start soon in order to accomplish the EU HSR Network by 2040.

The Investment Priority Rank is an indication on from where the Commission should start. The links can be built in parallel but the rank can be useful during the scheduling and implementation of the plan.
The rank is based objectively on the ratio of the population of the cities connected by the HSR link over the length, i.e. the construction cost, of this link

(Higher Ratio = More Beneficiaries)

Amendment 1789
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 3 - part 2/14

Text proposed by the Commission

Amendment

Add the following to the Atlantic Corridor:
- Madrid – Adanero – Tordesillas – Benavente – Ponferrada – Lugo – A Coruña (Road)
- Astorga – León – Carrión de los Condes – Burgos (Road)
- A Coruña – Gijón – Santander - Bilbao (Road)
- Santiago – Vigo (Rail freight)
- Bilbao – Santander (Rail passengers)
- Port of Bahía de Cádiz
- Sevilla – Huelva – Faro (Rail passengers)

Or. en

Amendment 1790
Isabel García Muñoz, Eider Gardiazábal Rubial

Proposal for a regulation
Annex 3 - part 2/14

Text proposed by the Commission

Amendment

Add the following to the corridor Atlantic Corridor:
- Santander - Bilbao
Amendment 1791
Elena Kountoura, Chris MacManus
Proposal for a regulation
Annex 3 - part 3/14

Text proposed by the Commission

Amendment

Add the following to the corridor North Sea – Alpine:

- Cork-Limerick-Galway-Sligo-Letterkenny motorway
- Limerick – Galway – Sligo - Letterkenny rail freight line
- Port of Sligo
- Port of Galway
- Port of Killybegs

Amendment 1792
Elena Kountoura, Chris MacManus
Proposal for a regulation
Annex 3 - part 4/14

Text proposed by the Commission

Amendment

Add the following to the corridor North Sea – Alpine:

- Limerick Junction – Limerick -Galway-Sligo-Letterkenny rail passengers line
- Ireland West Airport Knock
- Shannon Airport
- Donegal Airport
Amendment 1793
Karima Delli, Younous Omarjee, François Alfonsi, Nora Mebarek

Proposal for a regulation
Annex 3 - part 3/14 and part 4/14

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add the following to the Rhine - Alpine corridor:</td>
<td></td>
</tr>
<tr>
<td>- the port of Bastia (Corsica)</td>
<td></td>
</tr>
<tr>
<td>The above port shall be included in the core network as specified in Annex 1.</td>
<td></td>
</tr>
</tbody>
</table>

Or. en

Justification

The island of Corsica should be connected by a maritime link to Genoa within the Rhine - Alpine corridor.

Amendment 1794
Beata Mazurek, Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a regulation
Annex 3 – part 5/14

<table>
<thead>
<tr>
<th>Text proposed by the Commission as replaced by Annex 2 – part 2/8 of amended proposal COM(2022)384</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add the following to the corridor North Sea – Baltic European :</td>
<td></td>
</tr>
<tr>
<td>- Warsaw – Lublin – Chelm – Kovel-Sarny and Korosten</td>
<td></td>
</tr>
</tbody>
</table>

Or. en

Justification

The war in Ukraine fully demonstrated the insufficient capacity of the railway lines in communication between Poland and Ukraine, which are extremely important from the perspective of defense and food security of EU citizens. The existing assumptions for the development of the TEN-T network for the purposes of communication with Ukraine (referring to infrastructural projects of common interest placed both on the territories of the EU member states and Ukraine), developed under the EU-Ukraine Partnership before the
Russian aggression, undoubtedly require revision. In the modified proposal for the revision of the guidelines for the development of the TEN-T network published by the European Commission on 27 July 2022, the shortest and the most energy efficient railway route from Berlin to Kiev (through Warsaw, Lublin, Chelm, Kovel, Sarny and Korosten') is not included in the TEN-T core network. The substantial part of the route, i.e Lublin-Chelm-Kovel-Sarny-Korosten', was not even proposed to be part of the TEN-T extended core network that is assumed to be completed till the year of 2040. The Ukrainian side, however, previously declared its intention to build a standard-gauge line for the purposes of good communication between Warsaw and Kiev. The train travel through the railway lines currently proposed to be part of the TEN-T core network (according to the current proposal of the European Commission), i.e. from Berlin/Warsaw through Przemysl and Lviv to Kyiv) would certainly not be time attractive for passengers and would need more traction energy as it would go through several mountainous regions in contrary to the the route through Lublin-Chelm-Kovel and Sarny where the landscape is relatively flat as it goes through the Polish-German Lowland. Current forecasts envisage continuation of high passenger volumes in relations Kyiv-Warsaw/Berlin so further low quality railway communication would certainly resulted in very high demand on passenger road carriages what we have been already facing from many years. It proves the Lublin-Chelm-Kovel-Sarny-Korosten' railway line is of the highest importance in terms of EU climate, energy consumption and environmental protection aims as well.

The importance of the line for EU citizens foods security cannot be questioned. Currently there is no rail-road terminal for transshipment of intermodal transport units between tracks of 1435mm and 1520mm gauges at the trans-border route from Chelm to Kovel. Taking under consideration very high investment risk related to military and political aspects the chance to have built there at least one infrastructural object of this kind in not distant future remains low in situation where priority access to Connecting Europe Facility (CEF) aid measures is given to the investments related to the core part of the TEN-T. Severe problems with sending Ukrainian crops through the Black Sea generated high demand also on intermodal units inter tracks (1520mm – 1435mm) re-loadings. The shortage of the indispensable rail road reloading infrastructure at Chelm-Kovel railway line has already resulted in high growth in tonne-kilometres on EU roads and several day long truck waiting time at Polish-Ukrainian border crossing points.

The Polish-Ukrainian border is long while its geographic location and layout of the terrain make it the most adequate to encompass the vast part of the dynamically growing Western Europe-Ukrainian trade exchange with usage of land communication means. In this the role one EU member state border with external country – not more than one European Transport Corridor should be out of place (there are similar cases in place in current proposal of TEN-T revision: 2 ETCs linking Serbia and Hungary and other 2 linking Serbia and Bulgaria).

Amendment 1795
Tom Berendsen, Markus Pieper, Annie Schreijer-Pierik, Jens Gieseke, Caroline Nagtegaal, Vera Tax, Jan-Christoph Oetjen

Proposal for a regulation
Annex 3 - part 5/14

Text proposed by the Commission

Amendment

Add the following to the corridor North Sea - Baltic Corridor:

- Zwolle (NL) - Münster (DE) rail passenger line

Or. en

Justification

The cross-border rail connection Zwolle (NL) - Münster (DE) is a missing link on the North Sea - Baltic Corridor. The inclusion of this rail passenger line Zwolle (NL) - Enschede (NL) - Münster (DE) on the North Sea - Baltic Corridor enables an adequate connection between the three urban nodes (as defined in the revised TEN-T regulation) and ensures a direct, sustainable, cross-border train connection between three important economic regions in the Netherlands and Germany.

Amendment 1796
Jan-Christoph Oetjen

Proposal for a regulation
Annex 3 – part 5/14

Text proposed by the Commission

Amendment

Add the following to North Sea-Baltic Corridor:

- Zwolle (NL) - Coevorden (NL) - Bentheim (DE)

Or. en

Amendment 1797
Karima Delli, Younous Omarjee, François Alfonsi, Nora Mebarek

Proposal for a regulation
Annex 3 - part 6/14 and part 7/14

Text proposed by the Commission

Amendment

Add the following to the Scandinavian -
**Mediterranean corridor:**
- the port of Bastia (Corsica)

The above port shall be included in the core network as specified in Annex 1.

Or. en

**Justification**

The island of Corsica should be connected by a maritime link to La Spezia and Livorno within the Scandinavian - Mediterranean.

**Amendment 1798**
Jakop G. Dalunde

Proposal for a regulation
Annex 3 – part 7/14

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add the following to the Scandinavian - Mediterranean corridor:</td>
<td></td>
</tr>
<tr>
<td>- Stockholm-Oslo railway (rail passengers line)</td>
<td></td>
</tr>
</tbody>
</table>

Or. en

**Justification**

To achieve the EU's 2030 climate targets of a carbon-neutral society by 2050, a shift from air to rail is key. A better railway connection between Oslo and Stockholm is a significant contribution to this effort. Today, more than 85 percent of the trips between the two capitals are by air, even though the distance is just over 400 km, which is mostly due to the train journey taking more than five hours. A faster rail connection between Oslo and Stockholm would transfer over one million passengers from airplanes to trains every year. The emission reduction from aviation alone would corresponds to 66 thousand tons of CO2 per year, and if you add high-altitude effects, it will mean up to 92 thousand tons of CO2 per year. The realization of a faster rail connection between Oslo-Stockholm not only ties the capitals closer together, it also connects a number of newly proposed urban nodes with each other and contributes to increasing the conditions for regional development.

**Amendment 1799**
Lucia Vuolo
Proposal for a regulation
Annex 3 – part 7/14

Text proposed by the Commission

Amendment

Add the following to the Scandinavian-Mediterranean corridor:

- Bari - Brindisi - Lecce rail passenger line

Amendment 1800
Mario Furore

Proposal for a regulation
Annex 3 - part 7/14

Text proposed by the Commission

Amendment

Add the following to the corridor Baltic Sea – Adriatic Sea:

- Bari-Lecce

Justification

The extension of the Baltic Sea – Adriatic Sea till Lecce is a key for the touristic and economic situation and for the connexion with the Balkan States.

Amendment 1801
Valter Flego, Biljana Borzan, Predrag Fred Matić, Tonino Picula, Romana Jerković, Karlo Ressler, Tomislav Sokol, Željana Zovko, Sunčana Glavak, Ivan Vilibor Sinčić, Mislav Kolakušić, Ladislav Ilčić

Proposal for a regulation
Annex 3 - part 7/14 and part 8/14

Text proposed by the Commission

Amendment

Add the following to the corridor Baltic Sea - Adriatic Sea:

- Rijeka - Zagreb motorway
- port of Rijeka (“core”)
-Rijeka - Zagreb rail freight/passenger line

Justification

The northern Adriatic ports of Trieste, Koper, Ravenna and Venice are connected to two European transport corridors, the Mediterranean Corridor and the Baltic-Adriatic Corridor. The Port of Rijeka is connected only to the Mediterranean Corridor. In order to enable better regional cooperation in the North Adriatic it is necessary to fully integrate the Italian ports (Trieste/Ravenna/Venice) with those of Slovenia (Koper) and Croatia (Rijeka). In this regard, the core port of Rijeka with the appropriate road/rail line should be included into the Baltic-Adriatic corridor.

Amendment 1802
Andrey Novakov, Emil Radev, Radan Kanev

Proposal for a regulation
Annex 3 – part 9/14

Text proposed by the Commission

Amendment

Add the following to the corridor Rhine - Danube:

- Ruse - Razgrad - Shumen - Provadia - Devnya - Varna (inland waterways)
The above lines shall be included in the core and/or the comprehensive network as specified in Annex

Amendment 1803
Jakop G. Dalunde

Proposal for a regulation
Annex 3 – part 9/14

Text proposed by the Commission

Amendment

Remove the following from the Rhine - Danube corridor:
- Elbe river (inland waterway)

Amendment 1804
Jakop G. Dalunde

Proposal for a regulation
Annex 3 – part 9/14

Text proposed by the Commission

Amendment

Remove the following from the Rhine-Danube corridor:
- Sava river (inland waterway)

Amendment 1805
Ismail Ertug

Proposal for a regulation
Annex 3 - part 9/14

Text proposed by the Commission

Amendment

Add the following to the corridor Rhine-Danube Corridor:
- Nuremberg - Sulzbach - Rosenberg - Amberg - Schwandorf rail freight and rail passengers line

The above rail line shall be included in the core network as specified in Annex 1

Justification

After consulting both the European Commission and the Czech counterparts of the current Presidency of the Council of the European Union, filling the gap between the metropolitan areas of Nuremberg and Prague via Sulzbach-Rosenberg-Amberg-Schwandorf would be the most efficient solution. This would bring enormous benefits, especially on rail. The additional electrification via Sulzbach - Rosenberg - Schwandorf – Amberg could in particular alleviate the existing accessibility deficits in the central and northern Upper Palatinate.
Amendment 1806  
Marian-Jean Marinescu  
Proposal for a regulation  
Annex 3 – part 9/14

Text proposed by the Commission

Amendment

Add the following to the corridor Rhine-Danube

- Craiova - Alexandria Bucuresti

Or. en

Justification

The actual alignment of the core network is Craiova-Caracal-Alexandria-Bucuresti. This is part of the former corridor 4. There is no reason to move to Craiova - Pitesti especially when this section is already financed and build in proportion of 25 %.

Section Craiova-Pitesti stays in the comprehensive network

Same proposal applies also for “Revised corridors to include Ukraine and Moldova”, Map Rhine-Danube corridor, Inland waterway and roads.

Amendment 1807  
Marian-Jean Marinescu  
Proposal for a regulation  
Annex 3 – part 9/14

Text proposed by the Commission

Amendment

Delete the following from the corridor Rhine-Danube:

- Craiova - Pitesti

Or. en

Justification

The actual alignment of the core network is Craiova-Caracal-Alexandria-Bucuresti. This is part of the former corridor 4. There is no reason to move to Craiova - Pitesti especially when this section is already financed and build in proportion of 25 %.
Section Craiova-Pitesti stays in the comprehensive network

Same proposal applies also for “Revised corridors to include Ukraine and Moldova”, Map Rhine-Danube corridor, Inland waterway and roads.

Amendment 1808
Marian-Jean Marinescu

Proposal for a regulation
Annex 3 – part 9/14

Text proposed by the Commission

Amendment

Add the following to the corridor Rhine-Danube
- Buzau - Galati

Justification

Galati it is a core network port and should be connected to a rail fright core network.

Same proposal applies also for “Revised corridors to include Ukraine and Moldova”, Map Rhine-Danube corridor, Rail freight

Amendment 1809
Isabel García Muñoz, Inmaculada Rodríguez-Piñero

Proposal for a regulation
Annex 3 - part 10/14 and part 11/14

Text proposed by the Commission

Amendment

Add the following to the corridor Mediterranean Corridor:
- Maintain the route of the Mediterranean Corridor, including across Hungary

Justification

The maintainance of the route is essential to ensure the North-South and East-West transeuoporean connectivity and EU territorial balance and cohesion. Furthermore, it enables
the European governance of TEN-T corridors.

Amendment 1810
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López- Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez

Proposal for a regulation
Annex 3 - part 10/14

Text proposed by the Commission

Amendment

Add the following to the Mediterranean Corridor: - Maintain the route of the Mediterranean Corridor, including across Hungary

Justification

The maintenance of the route is essential to ensure the North-South and East-West transeuropean connectivity and EU territorial balance and cohesion. Furthermore, it enables the European governance of TEN-T corridors.

Amendment 1811
Valter Flego, Biljana Borzan, Predrag Fred Matić, Tonino Picula, Romana Jerković, Karlo Ressler, Tomislav Sokol, Željana Zovko, Sunčana Glavak, Ivan Vilibor Sinčić, Mislav Kolakušić, Ladislav Ilčić

Proposal for a regulation
Annex 3 - part 10/14

Text proposed by the Commission

Amendment

Add the following to the Mediterranean Corridor: - Rijeka - Split motorway - Rijeka - Split rail freight/passenger line - port of Split (“core”)
- airport of Split (“core”)

Justification

Southern Croatia and the Port of Split are isolated when it comes to ETC. The highway connection is completed, while the railway connection needs to be upgraded. Railway reconstruction is planned through the RRF, but major modernisation to fulfil technical specifications for the Core network is planned after 2027. Therefore, the inclusion of this section into the Extended Core network, as part of Mediterranean corridor, is crucial to improve TEN-T in Southeast Europe, thus creating a logical end of the Corridor (whereas the current proposal foresees its ends in Zagreb).

Amendment 1812
Karima Delli, Younous Omarjee, François Alfonsi, Nora Mebarek
Proposal for a regulation
Annex 3 - part 10/14 and part 11/14

Text proposed by the Commission

Amendment

Add the following to the Mediterranean corridor:
- the port of Ajaccio (Corsica)
- the port of Cagliari (Sardinia)

The above port shall be included in the core network as specified in Annex 1.

Justification

The island of Corsica should be connected by a maritime link to Marseille within the Mediterranean corridor and to Cagliari.

Amendment 1813
Pablo Arias Echeverría, Dolors Montserrat Montserrat, Francisco José Millán Mon, Rosa Estarás Ferragut, Isabel Benjumea Benjumea, Pilar del Castillo Vera, José Manuel García- Margallo y Marfil, Esteban González Pons, Leopoldo López Gil, Antonio López-Istúriz White, Gabriel Mato, Javier Zarzalejos, Juan Ignacio Zoido Álvarez
Proposal for a regulation
Amendment 1814
Andrey Novakov, Karlo Ressler, Sunčana Glavak, Tomislav Sokol, Željana Zovko

Proposal for a regulation
Annex 3 - part 12/14

Text proposed by the Commission

Amendment

Add the following to the corridor Western Balkans :
- Port of Ploče

The above port shall be included in the core network as specified in Annex 1.

Justification

The port of Ploče in Croatia, situated on the south end of the 5C Paneuropean corridor, is of vital strategic importance to the south of Croatia and Bosnia and Herzegovina.

The European Commission proposal puts the port of Ploče at the end of the Western Balkans corridor of the EU corridor branch, which will provide the port with a more quality connection through the Western Balkan Investment Framework (WBIF).

By positioning the port of Ploče on the Core network, Croatia would benefit from significant additional investment opportunities.

The war in Ukraine has signified a need for critical infrastructure investment throughout Europe, especially investments in our roads, railroads, and ports. The port of Ploče holds the potential to serve as a strategic point for Croatia and Europe when it comes to food supply, which can provide the region with additional security in that regard.

Without more significant investments on the rest of the Western Balkans corridor, the Port of
Ploče will become a bottleneck, which is why it is vital for the Port of Ploče to also be included as part of the Core network.

Amendment 1815
Andrey Novakov, Emil Radev, Asim Ademov, Radan Kanev, Andrey Kovachev, Angel Dzhambazki, Andrey Slabakov, Ilhan Kyuchyuk, Atidzhe Alieva-Veli, Petar Vitanov, Ivo Hristov, Iskra Mihaylova

Proposal for a regulation
Annex 3 - part 12/14 and part 13/14

<table>
<thead>
<tr>
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<th>Amendment</th>
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<td>Add the following to the corridor Western Balkans:</td>
<td></td>
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<tr>
<td>- Sofia - Skopje - Durres (road, rail freight and rail passengers, for the entire section )</td>
<td></td>
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<tr>
<td>- Port of Durres</td>
<td>Or. en</td>
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</table>

Justification
The Pan-European Corridor VIII, which connects Bulgaria with the Republic of North Macedonia, Albania and Italy (by sea), is a crucial East-West route in terms of strengthening the connectivity of the region, creating an intermodal link between the Black Sea and the Adriatic Sea and sending strong signals for the European integration of the Western Balkans. In addition, Bulgaria, the Republic of North Macedonia and Albania have recently stepped up their joint efforts in completing the Pan-European Corridor VIII through constructing the major road and rail transport infrastructure projects on their respective territory.

Amendment 1816
Marian-Jean Marinescu

Proposal for a regulation
Annex 3 – part 13/14

<table>
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<td>Add the following to the corridor Baltic-Black-Aegean Seas:</td>
<td></td>
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<tr>
<td>- Craiova - Alexandria - Bucuresti</td>
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Amendment 1817  
Marian-Jean Marinescu

Proposal for a regulation  
Annex 3 – part 13/14

Text proposed by the Commission

Delete the following from the corridor Baltic- Black-Aegean Seas:
- Craiova - Pitesti

Amendment

Amendment 1818  
Beata Mazurek, Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a regulation  
Annex 4 - part 1/12 and part 8/12

Text proposed by the Commission as replaced by Annex 3 – part 1/2 of amended proposal COM(2022)384

Add the following to the core network:
- Warsaw – Lublin – Chelm – Kovel - Sarny and Korosten

Amendment

Justification

The war in Ukraine fully demonstrated the insufficient capacity of the railway lines in communication between Poland and Ukraine, which are extremely important from the perspective of defense and food security of EU citizens. The existing assumptions for the development of the TEN-T network for the purposes of communication with Ukraine (referring to infrastructural projects of common interest placed both on the territories of the EU member states and Ukraine), developed under the EU-Ukraine Partnership before the Russian aggression, undoubtedly require revision. In the modified proposal for the revision of the guidelines for the development of the TEN T network published by the European Commission on 27 July 2022, the shortest and the most energy efficient railway route from Berlin to Kiev (through Warsaw, Lublin, Chelm, Kovel, Sarny and Korosten’) is not included
in the TEN-T core network. The substantial part of the route, i.e. Lublin-Chelm-Kovel-Sarny-Korosten', was not even proposed to be part of the TEN-T extended core network that is assumed to be completed till the year of 2040. The Ukrainian side, however, previously declared its intention to build a standard-gauge line for the purposes of good communication between Warsaw and Kiev. The train travel through the railway lines currently proposed to be part of the TEN-T core network (according to the current proposal of the European Commission), i.e. from Berlin/Warsaw through Przemysl and Lviv to Kyiv) would certainly not be time attractive for passengers and would need more traction energy as it would go through several mountainous regions in contrary to the route through Lublin-Chelm-Kovel and Sarny where the landscape is relatively flat as it goes through the Polish-German Lowland. Current forecasts envisage continuation of high passenger volumes in relations Kyiv-Warsaw/Berlin so further low quality railway communication would certainly resulted in very high demand on passenger road carriages what we have been already facing from many years. It proves the Lublin-Chelm-Kovel-Sarny-Korosten' railway line is of the highest importance in terms of EU climate, energy consumption and environmental protection aims as well.

The importance of the line for EU citizens foods security cannot be questioned. Currently there is no rail-road terminal for transshipment of intermodal transport units between tracks of 1435mm and 1520mm gauges at the trans-border route from Chelm to Kovel. Taking under consideration very high investment risk related to military and political aspects the chance to have built there at least one infrastructural object of this kind in not distant future remains low in situation where priority access to Connecting Europe Facility (CEF) aid measures is given to the investments related to the core part of the TEN-T. Severe problems with sending of Ukrainian crops through the Black Sea generated high demand also on intermodal units inter tracks (1520mm – 1435mm) re-loadings. The shortage of the indispensable rail road reloading infrastructure at Chelm-Kovel railway line has already resulted in high growth in tonne-kilometres on EU roads and several day long truck waiting time at Polish-Ukrainian border crossing points.

The Polish-Ukrainian border is long while its geographic location and layout of the terrain make it the most adequate to encompass the vast part of the dynamically growing Western Europe-Ukrainian trade exchange with usage of land communication means. In this the role one EU member state border with external country – not more than one European Transport Corridor should be out of place (there are similar cases in place in current proposal of TEN-T revision: 2 ETCs linking Serbia and Hungary and other 2 linking Serbia and Bulgaria).

Amendment 1819
Jakop G. Dalunde

Proposal for a regulation
Annex 4 – part 2/12

Text proposed by the Commission

Amendment

Add the following to the core network:
To achieve the EU's 2030 climate targets of a carbon-neutral society by 2050, a shift from air to rail is key. A better railway connection between Oslo and Stockholm is a significant contribution to this effort. Today, more than 85 percent of the trips between the two capitals are by air, even though the distance is just over 400 km, which is mostly due to the train journey taking more than five hours. A faster rail connection between Oslo and Stockholm would transfer over one million passengers from airplanes to trains every year. The emission reduction from aviation alone would correspond to 66 thousand tons of CO2 per year, and if you add high-altitude effects, it will mean up to 92 thousand tons of CO2 per year. The realization of a faster rail connection between Oslo-Stockholm not only ties the capitals closer together, it also connects a number of newly proposed urban nodes with each other and contributes to increasing the conditions for regional development.

Amendment 1820
Andrey Novakov, Emil Radev, Asim Ademov, Radan Kanev, Andrey Kovachev, Angel Dzhambazki, Andrey Slabakov, Ilhan Kyuchyuk, Atidzhe Alieva-Veli, Petar Vitanov, Ivo Hristov, Iskra Mihaylova

Proposal for a regulation
Annex 4 - part 6/12

Text proposed by the Commission Amendment

Add the following to the extended core network:
- Skopje - Durres (rail freight)

Justification
Bulgaria, together with the Republic of North Macedonia and Albania, has prioritized the completion of the section Sofia - Skopje - Durres, which is part of the Pan-European Corridor VIII. The railway section Skopje – Durres should be included in the Extended Core network as it is currently part of the Comprehensive network as a way to create a multimodal and sustainable horizontal transport corridor, while at the same time provide the Republic of North Macedonia and Albania with sufficient time to construct the more complex parts of the network until 2040.
Amendment 1821
Andrey Novakov, Emil Radev, Asim Ademov, Radan Kanev, Andrey Kovachev, Angel Dzhambazki, Andrey Slabakov, Ilhan Kyuchyuk, Atidzhe Alieva-Veli, Petar Vitanov, Ivo Hristov, Iskra Mihaylova

Proposal for a regulation
Annex 4 - part 7/12

Text proposed by the Commission

Amendment

Add the following to the extended core network:
- Skopje - Durres (rail passengers)

Or. en

Justification

Bulgaria, together with the Republic of North Macedonia and Albania, has prioritized the completion of the section Sofia - Skopje - Durres, which is part of the Pan-European Corridor VIII. The railway section Skopje – Durres should be included in the Extended Core network as it is currently part of the Comprehensive network as a way to create a multimodal and sustainable horizontal transport corridor, while at the same time provide the Republic of North Macedonia and Albania with sufficient time to construct the more complex parts of the network until 2040.

Amendment 1822
Marian-Jean Marinescu

Proposal for a regulation
Annex 4 – part 8/12

Text proposed by the Commission

Amendment

Add the following to the core network:
- Ungheni - Balti
- Balti - Ocnita - Mohyliv / Podylski-Zhmerynka

Or. en

Justification

Balti - Soroca and MD/UK border - Hardkivka are not existing
Same proposal applies also for “Revised map of Ukraine”, Map Rail
Amendment 1823
Marian-Jean Marinescu

Proposal for a regulation
Annex 4 – part 8/12

Text proposed by the Commission

Amendment

Delete the following from the comprehensive network:
- Balti - Soroca (MD/UA border)
- Soroca (MD/UA border) - Hardkivka

Justification

Balti - Soroca and MD/UK border - Hardkivka are not existing

Same proposal applies also for “Revised map of Ukraine”, Map Rail

Amendment 1824
Marian-Jean Marinescu

Proposal for a regulation
Annex 4 – part 8/12

Text proposed by the Commission

Amendment

Add the following to the comprehensive network:
- Chisinau-Cainari
- Basarabeasca - Berezyne - Bilhorod - Odesa
- Basarabeasca - Etulia - Reni - Giurgiulesti

Justification

Balti - Soroca and MD/UK border - Hardkivka are not existing
Amendment 1825
Marian-Jean Marinescu

Proposal for a regulation
Annex 4 – part 8/12

Text proposed by the Commission

Add the following to the core network:
- Palanca - Odesa

Or. en

Justification

Same proposal applies also for “Revised map of Ukraine”, Map Rail

Amendment 1826
Marian-Jean Marinescu

Proposal for a regulation
Annex 4 – part 8/12

Text proposed by the Commission

Add the following to the comprehensive network:
- Anenii Noi - Odesa
- Riscani - Soroca
- Soroca - Vinnytsia - Zhitomir

Or. en

Justification

Same proposal applies also for “Revised map of Ukraine”, Map Road

Amendment 1827
Jakop G. Dalunde, Karima Delli
Proposal for a regulation
Annex V – point 1

Text proposed by the Commission

1. Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) shall have as central goal improving accessibility of the functional urban area and providing high-quality, safe and sustainable low-emission mobility to, through and within the functional urban area. It shall notably support zero-emission mobility and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of zero-emission vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes.

Amendment

1. Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) shall have as central goal improving accessibility of the functional urban area and providing high-quality, safe, affordable and sustainable low-emission mobility to, through and within the functional urban area, for all users. It shall notably support zero-emission mobility and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of zero-emission vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes. It shall in addition contribute to a modal shift towards more sustainable transport modes, including public transport, active modes and electric micromobility, and contribute to the decrease of automotive vehicle use, except for public transport, within and to the urban area.

Amendment 1828
Isabel García Muñoz, Inma Rodríguez-Piñero, Rovana Plumb, Andris Ameriks, Erik Bergkvist, Andreas Schieder, Vera Tax, Kathleen Van Brempt, Josianne Cutajar, Maria Grapini

Proposal for a regulation
Annex V – point 1

Text proposed by the Commission

1. Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) shall have as central goal improving accessibility of the

Amendment

1. Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) shall have as central goal improving accessibility of the
functional urban area and providing high-quality, safe and sustainable low-emission mobility to, through and within the functional urban area. It shall notably support zero-emission mobility and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of zero-emission vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes.

functional urban area to all users with particular attention to persons with disabilities or reduced mobility, and providing high-quality, safe and sustainable low-emission mobility to, through and within the functional urban area. It shall notably support zero-emission mobility and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the establishment of low-emission mobility zones, the development of infrastructure for the seamless circulation of zero-emission vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes.

Amendment 1829
Marco Campomenosi, Annalisa Tardino, Massimo Casanova, Paolo Borchia, Roman Haider

Proposal for a regulation
Annex V – point 1

Text proposed by the Commission

1. Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) shall have as central goal improving accessibility of the functional urban area and providing high-quality, safe and sustainable low-emission mobility to, through and within the functional urban area. It shall notably support zero-emission mobility and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of zero-emission vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes.

Amendment

1. Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) shall have as central goal improving accessibility of the functional urban area, including accessibility for all transport users, and providing high-quality, safe, accessible and sustainable low-emission mobility to, through and within the functional urban area. It shall notably support zero-emission mobility and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of zero-emission vehicles as well as of accessible
mile connections and of multimodal freight terminals serving urban nodes.

multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes.

Or. en

Amendment 1830
Rovana Plumb

Proposal for a regulation
Annex V – point 1

Text proposed by the Commission

1. Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) shall have as central goal improving accessibility of the functional urban area and providing high-quality, safe and sustainable low-emission mobility to, through and within the functional urban area. It shall notably support zero-emission mobility and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of zero-emission vehicles as well as of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes.

Amendment

1. Goals and objectives: A Sustainable Urban Mobility Plan (SUMP) shall have as central goal improving accessibility of the functional urban area (urban, peri-urban, and rural zones) and providing high-quality, inclusive safe and sustainable low-emission mobility to, through and within the functional urban area. It shall notably support low and zero-emission mobility and the implementation of an urban transport system which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of low and zero-emission vehicles, wider deployment of information and communications technology (ICT) tools and intelligent transport systems (ITS) as well as the development of multimodal passenger hubs to facilitate first and last mile connections and of multimodal freight terminals serving urban nodes.

Or. en

Amendment 1831
Isabel García Muñoz, Inma Rodríguez-Piñero, Rovana Plumb, Andris Ameriks, Erik Bergkvist, Andreas Schieder, Maria Grapini
Proposal for a regulation  
Annex V – point 2

Text proposed by the Commission

2. Long-term vision and short-term implementation plan: A SUMP shall include a – or be linked to an existing – long term strategy for the future development of transport infrastructure and multi-modal services. It shall also include a delivery plan for the short-term implementation of the strategy. It shall be embedded into an integrated approach for sustainable development of the urban area and linked to relevant land-use and spatial planning.

Amendment

2. Long-term vision and short-term implementation plan: A SUMP shall include a – or be linked to an existing – long term strategy, including in financial terms, for the future development of transport infrastructure and multi-modal services. It shall also include a delivery plan for the short-term implementation of the strategy. It shall be embedded into an integrated approach for sustainable development of the urban area and linked to relevant land-use and spatial planning.

Or. en

Amendment 1832
Marco Campomenosi, Annalisa Tardino, Massimo Casanova, Paolo Borchia, Roman Haider

Proposal for a regulation  
Annex V – point 2

Text proposed by the Commission

2. Long-term vision and short-term implementation plan: A SUMP shall include a – or be linked to an existing – long term strategy for the future development of transport infrastructure and multi-modal services. It shall also include a delivery plan for the short-term implementation of the strategy. It shall be embedded into an integrated approach for sustainable development of the urban area and linked to relevant land-use and spatial planning.

Amendment

2. Long-term vision and short-term implementation plan: A SUMP shall include a – or be linked to an existing – long term strategy for the future development of transport infrastructure and multi-modal services. It shall also include a delivery plan for the short-term implementation of the strategy. It shall be embedded into an integrated approach for sustainable and accessible development of the urban area and linked to relevant land-use and spatial planning.

Or. en
Amendment 1833
Rovana Plumb

Proposal for a regulation
Annex V – point 3

Text proposed by the Commission

3. Integration of the different modes of transport: A SUMP shall promote multimodal transport through the integration of the different modes and measures aimed at facilitating seamless and sustainable mobility. It shall include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility, and, as appropriate, inland waterway and maritime transport. It shall also include actions to promote zero-emission mobility, in particular with regard to the greening of the urban fleet, to reduce congestion and to improve road safety in particular of vulnerable road users.

Amendment

3. Integration of the different modes of transport: A SUMP shall promote multimodal transport through the integration of the different modes and measures aimed at facilitating seamless and sustainable mobility. It shall include actions to increase the modal share of the more inclusive forms of transport such as collective passenger transport by road, active mobility, shared mobility and as appropriate, inland waterway and maritime transport. It shall also include actions to promote low and zero-emission mobility, in particular with regard to the greening of the urban fleet, to reduce congestion and to improve road safety in particular of vulnerable road users.

Or. en

Amendment 1834
Jakop G. Dalunde

Proposal for a regulation
Annex V – point 3

Text proposed by the Commission

3. Integration of the different modes of transport: A SUMP shall promote multimodal transport through the integration of the different modes and measures aimed at facilitating seamless and sustainable mobility. It shall include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility, and, as appropriate, inland waterway and maritime transport. It shall also include actions to promote zero-emission mobility, in particular with regard to the greening of the urban fleet, to reduce congestion and to improve road safety in particular of vulnerable road users.

Amendment

3. Integration of the different modes of transport: A SUMP shall promote multimodal transport through the integration of the different modes and measures aimed at facilitating seamless and sustainable mobility, with prioritisation measures within the traffic flow, as well as street infrastructure and crossings design, to the benefit of active modes such as cycling, electric micromobility and public transport. It shall include actions to
promote zero-emission mobility, in particular with regard to the greening of the urban fleet, to reduce congestion and to improve road safety in particular of vulnerable road users.

increase the modal share of the more sustainable forms of transport such as public transport, active mobility, and, as appropriate, inland waterway and maritime transport, and decrease the modal share and absolute use of less sustainable transport modes such as automotive vehicle use apart from public transport. It shall also include actions to promote zero-emission mobility, in particular with regard to the greening of the urban fleet, to improve the seamless use of public transport, to reduce congestion and to improve road safety in particular of vulnerable road users.

Or. en

Amendment 1835
Isabel García Muñoz, Inma Rodríguez-Piñero, Rovana Plumb, Andris Ameriks, Erik Bergkvist, Andreas Schieder, Vera Tax, Kathleen Van Brempt, Josianne Cutajar, Maria Grapini

Proposal for a regulation
Annex V – point 3

Text proposed by the Commission

3. Integration of the different modes of transport: A SUMP shall promote multimodal accessible transport through the integration of the different modes and measures aimed at facilitating seamless and sustainable mobility. It shall include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility, and, as appropriate, inland waterway and maritime transport. It shall also include actions to promote zero-emission mobility, in particular with regard to the greening of the urban fleet, to reduce congestion and to improve road safety in particular of vulnerable road users.

Amendment

3. Integration of the different modes of transport: A SUMP shall promote multimodal accessible transport through the integration of the different modes and measures aimed at facilitating seamless and sustainable mobility. It shall include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility, and, as appropriate, inland waterway and maritime transport. It shall also include actions to promote zero-emission mobility, in particular with regard to the establishment of low-emission mobility zones, the greening of the urban fleet, to reduce congestion, to improve accessibility for all users with particular attention to persons with disabilities or reduced mobility, as well as to improve road safety in particular of vulnerable road users.
of vulnerable road users in accordance with EU road safety standards, including standards for safety of cycling infrastructure.

Amendment 1836
Marco Campomenosi, Annalisa Tardino, Massimo Casanova, Paolo Borchia, Roman Haider

Proposal for a regulation
Annex V – point 3

Text proposed by the Commission

3. Integration of the different modes of transport: A SUMP shall promote multimodal transport through the integration of the different modes and measures aimed at facilitating seamless and sustainable mobility. It shall include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility, and, as appropriate, inland waterway and maritime transport. It shall also include actions to promote zero-emission mobility, in particular with regard to the greening of the urban fleet, to reduce congestion and to improve road safety in particular of vulnerable road users.

Amendment

3. Integration of the different modes of transport: A SUMP shall promote multimodal accessible transport through the integration of the different modes and measures aimed at facilitating seamless and sustainable mobility. It shall include actions to increase the modal share of the more sustainable forms of transport such as public transport, active mobility, and, as appropriate, inland waterway and maritime transport. It shall also include actions to promote zero-emission mobility, in particular with regard to the greening of the urban fleet, to reduce congestion, to improve accessibility for persons with disabilities, older persons, and persons with reduced mobility, as well as to improve road safety in particular of vulnerable road users.

Amendment 1837
Jakop G. Dalunde, Karima Delli

Proposal for a regulation
Annex V – point 4
4. Effective functioning of TEN-T: A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of zero-emission vehicles. It shall in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T.

Amendment

4. Effective functioning of TEN-T: A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of zero-emission vehicles and of active modes and electric micromobility. It shall in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T.

Or. en

Amendment 1838
Rovana Plumb

Proposal for a regulation
Annex V – point 4

Text proposed by the Commission

4. Effective functioning of TEN-T: A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of zero-emission vehicles. It shall in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T.

Amendment

4. Effective functioning of TEN-T: A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of carbon-neutral, low and zero-emission vehicles. It shall in particular include actions to alleviate congestion, improve efficiency, enhance road safety and remove bottlenecks affecting the traffic flows on the TEN-T.

Or. en
Amendment 1839  
Vera Tax, Kathleen Van Brempt  
Proposal for a regulation  
Annex V – point 4  

Text proposed by the Commission

4. Effective functioning of TEN-T: A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of zero-emission vehicles. It shall in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T.

Amendment

4. Effective functioning of TEN-T: A SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim to ensure seamless transit, bypass, or interconnection through and around the urban nodes, including of zero-emission vehicles. It shall in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the TEN-T. In return TEN-T measures should take into account effects on regional and local traffic flows, both for passengers and freight.

Or. en

Amendment 1840  
Jakop G. Dalunde, Karima Delli  
Proposal for a regulation  
Annex V – point 4 a (new)  

Text proposed by the Commission

4 a. Safety and accessibility: A SUMP shall include a strategy to ensure that all trips in the urban area are safely reachable both by walking and cycling, and infrastructure to ensure this should be fully accessible for people using mobility aids. Wherever separation of active modes from motorised traffic is not feasible or justified, traffic speeds not exceeding 30 km/h shall be ensured. More space shall be devoted to pedestrians in the streets, particularly in urban centres

Amendment

4 a. Safety and accessibility: A SUMP shall include a strategy to ensure that all trips in the urban area are safely reachable both by walking and cycling, and infrastructure to ensure this should be fully accessible for people using mobility aids. Wherever separation of active modes from motorised traffic is not feasible or justified, traffic speeds not exceeding 30 km/h shall be ensured. More space shall be devoted to pedestrians in the streets, particularly in urban centres.
and dense areas, with limitations to the motorised vehicles, except public transport, where appropriate, in order to reduce congestion and ensure safety and space for all ages and mobility needs. Pedestrian and cycling paths shall be separated into separate carriageways wherever feasible. The strategy shall include measures to ensure proper lighting of pedestrian and cycling paths, as well as plans to handle interruptions and hinders such as by construction or damages to the infrastructure, snow or icy conditions, to ensure full continued accessibility, also for people using mobility aids.

Amendment 1841
Isabel García Muñoz, Inma Rodríguez-Piñero, Rovana Plumb, Andris Ameriks, Erik Bergkvist, Andreas Schieder, Josianne Cutajar, Maria Grapini

Proposal for a regulation
Annex V – point 5

Text proposed by the Commission

5. Participatory approach: The development and implementation of a SUMP shall be based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities. Citizens as well as representatives of civil society and economic actors shall also be involved.

Amendment

5. Participatory approach: The development and implementation of a SUMP shall be based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities, in particular urban transport authorities. Citizens, accessibility experts, as well as representatives of civil society, including organisations of persons with disabilities and economic actors shall also be involved. It shall also support the creation of a multi-level collaboration platform at national level to identify and address shortcomings in rural-urban connectivity covering the functional urban areas and assess the possibilities offered by regional mobility plans.
Amendment 1842
Jakop G. Dalunde

Proposal for a regulation
Annex V – point 5

Text proposed by the Commission

5. Participatory approach: The development and implementation of a SUMP shall be based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities. Citizens as well as representatives of civil society and economic actors shall also be involved.

Amendment

5. Participatory approach: The development and implementation of a SUMP shall be based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities, taking into account the needs of peri-urban areas and their mobility flows in connection with the urban node. Citizens as well as representatives of civil society and economic actors shall also be consulted, ensuring the proper representation and participation of collectives and persons in socio-economic vulnerability and persons with reduced mobility, in order to prevent mobility poverty and ensure effective accessibility by design.

Amendment 1843
Rovana Plumb

Proposal for a regulation
Annex V – point 5

Text proposed by the Commission

5. Participatory approach: The development and implementation of a SUMP shall be based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities.

Amendment

5. Participatory approach: The development and implementation of a SUMP shall be based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities.
authorities. Citizens as well as representatives of civil society and economic actors shall also be involved. Economic operators shall provide operational experiences to enhance efficiency and the coexistence between business operations and environmental targets. This approach shall aim to avoid a fragmented development and implementation of SUMPs across the Union.

**Amendment 1844**

Marco Campomenosi, Annalisa Tardino, Massimo Casanova, Paolo Borchia, Roman Haider

Proposal for a regulation
Annex V – point 5

Text proposed by the Commission

5. Participatory approach: The development and implementation of a SUMP shall be based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities. Citizens as well as representatives of civil society and economic actors shall also be involved.

**Amendment**

5. Participatory approach: The development and implementation of a SUMP shall be based on an integrated approach with a high level of cooperation, coordination and consultation between the different levels of government and relevant authorities. Citizens, accessibility experts, as well as representatives of civil society and economic actors shall also be involved.

**Amendment 1845**

Jakop G. Dalunde

Proposal for a regulation
Annex V – point 6

Text proposed by the Commission

6. Monitoring and performance

**Amendment**

6. Monitoring and performance
indicators: A SUMP shall include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility services, as well as data on air and noise pollution in cities. The implementation of a SUMP shall be monitored using performance indicators. Member States and the relevant authorities shall implement mechanisms to ensure that a SUMP is in line with the provisions of this Annex and of high quality.
Amendment 1846
Rovana Plumb

Proposal for a regulation
Annex V – point 6

_text proposed by the Commission_

6. Monitoring and performance indicators: A SUMP shall include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility services, as well as data on air and noise pollution in cities. The implementation of a SUMP shall be monitored using performance indicators. Member States and the relevant authorities shall implement mechanisms to ensure that a SUMP is in line with the provisions of this Annex and of high quality.

Amendment

6. Monitoring and performance indicators: A SUMP shall include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, congestion, accidents and injuries, modal share and social efficiency (accessibility, convenience and affordability of mobility services), as well as data on air and noise pollution in cities. The implementation of a SUMP shall be monitored using environmental, social, and economic performance indicators. Member States and the relevant authorities shall implement mechanisms to ensure that a SUMP is in line with the provisions of this Annex and of high quality.

Or. en

Amendment 1847
Marco Campomenosi, Annalisa Tardino, Massimo Casanova, Paolo Borchia, Roman Haider

Proposal for a regulation
Annex V – point 6

_text proposed by the Commission_

6. Monitoring and performance indicators: A SUMP shall include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility services, as well as data on air and noise pollution in

Amendment

6. Monitoring and performance indicators: A SUMP shall include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility services, as well as data on air and noise pollution in
cities. The implementation of a SUMP shall be monitored using performance indicators. Member States and the relevant authorities shall implement mechanisms to ensure that a SUMP is in line with the provisions of this Annex and of high quality.

Amendment 1848
Isabel García Muñoz, Inma Rodríguez-Piñero, Rovana Plumb, Andris Ameriks, Erik Bergkvist, Andreas Schieder, Josianne Cutajar, Maria Grapini

Proposal for a regulation
Annex V – point 6

6. Monitoring and performance indicators: A SUMP shall include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility services, as well as data on air and noise pollution in cities. The implementation of a SUMP shall be monitored using performance indicators. Member States and the relevant authorities shall implement mechanisms to ensure that a SUMP is in line with the provisions of this Annex and of high quality.

6. Monitoring and performance indicators: A SUMP shall include objectives, targets and indicators underpinning the current and future performance of the urban transport system, at minimum, on greenhouse gas emissions, improved management of traffic flows, congestion, accidents and injuries, modal share and access to mobility services and infrastructure to all users, as well as data on air and noise pollution in cities. The implementation of a SUMP shall be monitored using performance indicators. Member States and the relevant authorities shall implement mechanisms to ensure that a SUMP is in line with the provisions of this Annex and of high quality.

Or. en
Amendment 1849  
Marco Campomenosi  

Proposal for a regulation  
Annex VI – paragraph 1 – point 2 – point j  
Regulation (EU) 2021/1153  
Annex – part III – point 1  

Text proposed by the Commission  
(j) the thirty-fifth row with the title ‘Core network corridor “Scandinavian – Mediterranean”’ and the thirty-sixth row containing its alignment is deleted.

Amendment  
(j) the thirty-fifth row with the title ‘Core network corridor “Scandinavian – Mediterranean”’ and the thirty-sixth row containing its alignment is deleted; following the thirty-seventh row containing the cross-border links on that corridor, insert a new row adding the "Missing link" "Villa San Giovanni – Messina (fixed link)" for "Road/Rail";

Or. en  

Justification  

The connection between Villa San Giovanni and Messina is a missing link along the Scandinavian-Mediterranean Corridor. The Strait of Messina Bridge has several reasons to be built, above all ensuring a proper connection to Sicily from mainland. For that reason, it should be included as well in the Regulation (EU) 2021/1153, so to speed up the process of assessment and realisation, and ensure a proper financing.