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PROPOSAL

From:	Secretary-General of the European Commission, signed by Mr Jordi AYET PUIGARNAU, Director
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To:	Mr Jeppe TRANHOLM-MIKKELSEN, Secretary-General of the Council of the European Union
No. Cion doc.:	COM(2018) 438 final
Subject:	ANNEX to the Proposal for a Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014

Delegations will find attached document COM(2018) 438 final.

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ANNEX

ANNEX

to the

Proposal for a Regulation of the European Parliament and of the Council

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

{SEC(2018) 292 final} - {SWD(2018) 312 final} - {SWD(2018) 313 final}

ANNEX

PART I – INDICATORS

The Programme will be monitored closely on the basis of a set of indicators intended to measure the extent to which the general and specific objectives of the Programme have been achieved and with a view to minimising administrative burdens and costs. To that end, data will be collected as regards the following set of key indicators:

Sectors	Specific Objectives	Indicators
Transport	Efficient and interconnected networks and infrastructure for smart, sustainable, inclusive, safe and secure mobility	Number of cross-border and missing links addressed with the support of CEF (including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the TEN-T core network)
		Number of CEF supported actions contributing to the digitalisation of transport
		Number of alternative fuel supply points built or upgraded with the support of CEF
		Number of CEF supported actions contributing to the safety of transport
	Adaptation to military mobility requirements	Number of transport infrastructure components adapted to meet military mobility requirements
Energy	Contribution to interconnectivity and integration of markets	Number of CEF actions contributing to projects interconnecting MS networks and removing internal constraints
	Security of energy supply	Number of CEF actions contributing to projects ensuring resilient gas network
		Number of CEF actions contributing to the smartening and digitalisation of grids and increasing energy storage capacity
	Sustainable development through enabling decarbonisation	Number of CEF actions contributing to projects enabling increased penetration of renewable energy in the energy systems
		Number of CEF actions contributing to cross-border cooperation in the area of renewables
Digital	Contribution to the deployment of digital connectivity infrastructure throughout the European Union	New connections to very high capacity networks for socio-economic drivers and very high quality wireless connections for local communities

		Number of CEF actions enabling 5G connectivity along transport paths
		Number of CEF actions enabling new connections to very high capacity networks for households
		Number of CEF actions contributing to the digitalisation of energy and transport sectors

PART II: INDICATIVE PERCENTAGES FOR THE TRANSPORT SECTOR

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

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

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

For the actions listed at Article 9 paragraph 2 (a), 75% of the budgetary resources should be allocated to actions on the core network corridors, 10% to actions on the core network outside the core network corridors and 15% to actions on the comprehensive network.

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

1. Core network corridors and pre-identified sections

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

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

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

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

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

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

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

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

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

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

		Pardubice	
	Missing link	Thessaloniki – Kavala	Rail

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

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

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

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

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

2. Pre-identified sections on the comprehensive network

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

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

Faro – Huelva	Rail
Porto – Vigo	Rail
Giurgiu – Varna/Bourgas	Rail
Svilengrad – Pithio	Rail

PART IV: IDENTIFICATION OF CROSS-BORDER PROJECTS IN THE FIELD OF RENEWABLE ENERGY

1. Objective of cross-border projects in the field of renewable energy

Cross-border projects in the field of renewable energy shall promote the cross-border cooperation between Member States in the field of planning, development and cost-effective exploitation of renewable energy sources.

2. General criteria

In order to qualify as a cross-border project in the field of renewable energy, a project shall meet all of the following general criteria:

(a) it shall be included in a cooperation agreement or any other kind of arrangement between Member States and/or between Member States and third countries as set out in Articles 6, 7, 9 or 11 of Directive 2009/28/EC;

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

(c) the potential overall benefits of cooperation outweigh its costs, including in the longer term, as assessed on the basis of the cost-benefit analysis as referred to in point 3 and applying the methodology referred to in Article [7]

3. Cost-benefit analysis

The cost-benefit analysis referred to in point 2(c) above shall take into account for each of the participating Member States or third countries the impact inter alia on the following aspects:

(a) costs of electricity generation;

(b) system integration costs;

(c) cost of support;

(d) greenhouse gas emissions;

(e) security of supply;

(f) air and other local pollution;

(g) innovation.

4. Process

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

The Commission shall ensure that promoters are given the opportunity to apply for the status of cross-border projects in the field of renewable energy at least once a year.

The Commission shall conduct appropriate consultations on the list of projects submitted to become cross-border projects in the field of renewable energy.

The Commission shall evaluate the applications against the criteria laid down in points 2 and 3.

The Commission shall, when selecting the cross-border projects in the field of renewable energy, aim for a manageable total number. The Commission shall endeavour to ensure an appropriate geographical balance in the identification of cross-border projects in the field of renewable energy. Regional groupings may be used for the identification of projects.

A project shall not be selected as a cross-border projects in the field of renewable energy, or have the status withdrawn, if its evaluation was based on incorrect information which was a determining factor in the evaluation, or if the project does not comply with Union law.

The Commission shall publish on its website the list of selected cross border projects in the field of renewable energy.

PART V – DIGITAL CONNECTIVITY INFRASTRUCTURE PROJECTS OF COMMON INTEREST

1. Gigabit connectivity to socio-economic drivers

Actions shall be prioritised taking into account the function of the socio-economic drivers, the relevance of the digital services and applications enabled by providing the underlying connectivity, and the potential socio-economic benefits to citizens, business and local communities, including the potential spill-overs in terms of connectivity. The available budget shall be allocated in a geographically balanced manner across Member States.

Priority shall be given to actions contributing to:

- Gigabit connectivity for hospitals and medicals centres, in line with the efforts to digitialise the healthcare system, with a view to increasing the well-being of EU citizens and changing the way health and care services are delivered to patients[1];
- Gigabit Connectivty for education and research centres, in the context of the efforts to close digital divides and to innovate in education systems, to improve learning outcomes, enhance equity and improve efficiency.[2]

2. Wireless connectivity in local communities

Actions aiming at the provision of local wireless connectivity that is free of charge and without discriminatory conditions in centres of local public life, including outdoor spaces accessible to the general public that play a major role in the public life of local communities shall be subject to the following conditions in order to receive funding:

- are implemented by a public sector body as referred to in the paragraph below which is capable of planning and supervising the installation, as well as ensuring for a minimum of three years the financing of operating costs, of indoor or outdoor local wireless access points in public spaces;
- build on very high capacity digital networks enabling delivery of very high quality internet experience to users that:

[1] See also COM(2018) 233 final - Commission Communication on enabling the digital transformation of health and care in the Digital Single Market; empowering citizens and building a healthier society.

[2] See also COM(2018) 22 final - Commission Communication on the Digital Education Action Plan

- is free of charge and without discriminatory conditions, easy to access, secured, and uses most recent and best available equipment, capable of delivering high-speed connectivity to its users; and
- supports access to innovative digital services;
- use the common visual identity to be provided by the Commission and link to the associated online tools;
- commit to procure the necessary equipment and/or related installation services in accordance with applicable law to ensure that projects do not unduly distort competition.

Financial assistance shall be available to public sector bodies as defined in point (1) of Article 3 of Directive (EU) 2016/2102 of the European Parliament and of the Council[3] undertaking to provide, in accordance with national law, local wireless connectivity that is free of charge and without discriminatory conditions through the installation of local wireless access points.

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

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

Wherever relevant, coordination and coherence will be ensured with CEF actions supporting access of socio-economic drivers to very high capacity networks capable of providing Gigabit connectivity.

3. Indicative list of 5G corridors eligible for funding

In line with the Gigabit society objectives set out by the Commission to ensure that major terrestrial transport paths have uninterrupted 5G coverage by 2025[4], actions implementing uninterrupted coverage with 5G systems pursuant to Article 9 paragraph 4 (c) include, as a first step, actions on the cross-border sections for CAM[5] experimentation, and, as a second step, actions on more extensive sections in view of a larger scale deployment of CAM along the corridors, as indicated in the table below (indicative list). The TEN-T corridors are used as a basis for this purpose but the deployment of 5G is not necessarily confined to those corridors[6].

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

[3] Directive (EU) 2016/2102 of the European Parliament and of the Council of 26 October 2016 on the accessibility of websites and mobile applications of public sector bodies (OJ L 327, 2.12.2016, p. 1).

[4] Connectivity for a Competitive Digital Single Market - Towards a European Gigabit Society - COM(2016)587

[5] Connected and Automated Mobility

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

Core network corridor "Baltic – Adriatic"	
Cross-border sections for CAM experimentation	-
More extensive section for larger scale deployment of CAM	Gdansk – Warsaw – Brno – Vienna – Graz – Ljubljana – Trieste
Core network corridor "Mediterranean"	
Cross-border sections for CAM experimentation	-
More extensive section for larger scale deployment of CAM	Budapest – Zagreb – Ljubljana / Rijeka / *Split*
Core network corridor "North Sea – Baltic"	
Cross-border sections for CAM experimentation	Baltic corridor (to be defined)
More extensive section for larger scale deployment of CAM	Tallinn – Kaunas
Core network corridor "North Sea – Mediterranean"	
Cross-border sections for CAM experimentation	Metz-Merzig-Luxembourg Rotterdam-*Antwerp-Eindhoven*
More extensive section for larger scale deployment of CAM	Amsterdam - Rotterdam – Breda – Lille – Paris Brussels – Metz – Basel Mulhouse – Lyon – Marseille
Core network corridor "Orient/East-Med"	
Cross-border sections for CAM experimentation	Sofia-Thessaloniki-Belgrade
More extensive section for larger scale deployment of CAM	Berlin – Prague – Brno – Bratislava Timisoara – Sofia – TR border -Sofia – Thessaloniki – Athens
Core network corridor " Rhine – Alpine"	

Cross-border sections for CAM experimentation	Bologna-Innsbrück-München (Brenner corridor)
More extensive section for larger scale deployment of CAM	Rotterdam – Oberhausen – Frankfurt (M) Basel – Milan – Genova
Core network corridor "Rhine – Danube"	
Cross-border sections for CAM experimentation	-
More extensive section for larger scale deployment of CAM	Frankfurt (M) – Passau – Vienna – Budapest – Bucharest – Constanta Karlsruhe – München – Salzburg – Wels Frankfurt (M) – Strasbourg
Core network corridor "Scandinavian – Mediterranean"	
Cross-border sections for CAM experimentation	Oulu-Tromsø *Oslo- Stockholm*-Helsinki
More extensive section for larger scale deployment of CAM	Turku – Helsinki –Russian border Stockholm / Oslo – Malmo Malmo – Copenhagen – Hamburg – Würzburg Nürnberg – München – Verona Rosenheim – Bologna – Napoli – Catania – Palermo Napoli – Bari – Taranto