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Price: EUR 8

(¹) Text with EEA relevance

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Acts whose titles are printed in light type are those relating to day-to-day management of agricultural matters, and are generally valid for a limited period.

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I

(Legislative acts)

REGULATIONS

REGULATION (EU) No 1315/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 11 December 2013
on Union guidelines for the development of the trans-European transport network and repealing
Decision No 661/2010/EU
(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 172 thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee ⁽¹⁾,

Having regard to the opinion of the Committee of the Regions ⁽²⁾,

Acting in accordance with the ordinary legislative procedure,

Whereas:

- (1) Decision No 1692/96/EC of the European Parliament and of the Council ⁽³⁾ was recast in the interest of clarity by Decision No 661/2010/EU of the European Parliament and of the Council ⁽⁴⁾.
- (2) The planning, development and operation of trans-European transport networks contribute to the attainment of major Union objectives, as set out in, inter alia, the Europe 2020 Strategy and the Commission White Paper entitled "Roadmap to a Single European Transport Area – Towards a competitive and resource

efficient transport system" ("the White Paper"), such as the smooth functioning of the internal market and the strengthening of economic, social and territorial cohesion. Their specific objectives also include allowing the seamless, safe and sustainable mobility of persons and goods, ensuring accessibility and connectivity for all regions of the Union, and contributing to further economic growth and competitiveness in a global perspective. Those specific objectives should be achieved by establishing interconnections and interoperability between national transport networks in a resource-efficient and sustainable way. For example, rail interoperability could be enhanced by innovative solutions aimed at improving compatibility between systems, such as on-board equipment and multi-gauge rail tracks.

- (3) Growth in traffic has resulted in increased congestion in international transport. In order to ensure the international mobility of passengers and goods, the capacity of the trans-European transport network and the use of that capacity should be optimised and, where necessary, expanded by removing infrastructure bottlenecks and bridging missing infrastructure links within and between Member States and, as appropriate, neighbouring countries, and taking into account the ongoing negotiations with candidate and potential candidate countries.
- (4) As stated in the White Paper, the efficiency and effectiveness of transport can be significantly enhanced by ensuring a better modal integration across the network, in terms of infrastructure, information flows and procedures.
- (5) The White Paper calls for the deployment of transport-related information and communication technology to ensure improved and integrated traffic management and to simplify administrative procedures through improved freight logistics, cargo tracking and tracing, and optimised schedules and traffic flows. As such measures promote the efficient management and use of transport infrastructure, they should fall within the scope of this Regulation.

⁽¹⁾ OJ C 143, 22.5.2012, p. 130.

⁽²⁾ OJ C 225, 22.7.2012, p. 150.

⁽³⁾ Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network (OJ L 228, 9.9.1996, p. 1).

⁽⁴⁾ Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network (OJ L 204, 5.8.2010, p. 1).

- (6) The trans-European transport network policy has to take into account the evolution of transport policy and infrastructure ownership. Member States are still the principal entity in charge of creating and maintaining transport infrastructure. However, other entities, including private-sector partners, have also become relevant for the implementation of a multimodal trans-European transport network and the related investments, including regional and local authorities, infrastructure managers, concessionaires or port and airport authorities.
- (7) The trans-European transport network consists to a large extent of existing infrastructure. In order fully to achieve the objectives of the new trans-European transport network policy, uniform requirements regarding the infrastructure should be established in a Regulation to be complied with by the infrastructure of the trans-European transport network.
- (8) The trans-European transport network should be developed through the creation of new transport infrastructure, through the rehabilitation and upgrading of existing infrastructure and through measures promoting its resource-efficient use. In specific cases, due to the absence of regular maintenance in the past, rehabilitation of rail infrastructure is necessary. Rehabilitation is a process resulting in the achievement of the original construction parameters of existing railway infrastructure facilities combined with the long-term improvement of its quality compared to its current state, in line with the application of the requirements and provisions of this Regulation.
- (9) In the implementation of projects of common interest, due consideration should be given to the particular circumstances of the individual project concerned. Where possible, synergies with other policies should be exploited, for instance with tourism aspects by including, within civil engineering structures such as bridges or tunnels, bicycle infrastructure for long-distance cycling paths like the EuroVelo routes.
- (10) The trans-European transport network should best be developed through a dual-layer structure consisting of a comprehensive network and a core network based on a common and transparent methodology, those two layers being the highest level of infrastructure planning within the Union.
- (11) The comprehensive network should be a Europe-wide transport network ensuring the accessibility and connectivity of all regions in the Union, including the remote, insular and outermost regions, as also pursued by the Integrated Maritime Policy established by Regulation (EU) No 1255/2011 of the European Parliament and of the Council⁽¹⁾, and strengthening social and economic cohesion between them. The guidelines laid down by this Regulation ("the guidelines") should set the requirements for the infrastructure of the comprehensive network, in order to promote the development of a high-quality network throughout the Union by 2050.
- (12) The White Paper also acknowledges that there remain substantial divergences, in terms of transport infrastructure, between Eastern and Western parts of the Union. Those divergences need to be tackled in order to achieve a fully integrated European transport infrastructure network.
- (13) The core network should be identified and appropriate measures should be taken for its development by 2030 as a priority within the framework provided by the comprehensive network. The core network should constitute the backbone of the development of a sustainable multimodal transport network and should stimulate the development of the entire comprehensive network. It should enable Union action to concentrate on those components of the trans-European transport network with the highest European added value, in particular cross-border sections, missing links, multimodal connecting points and major bottlenecks serving the objective, set out in the White Paper, of reducing greenhouse gas emissions from transport by 60 % below 1990 levels by 2050.
- (14) Exemptions from the infrastructure requirements applicable to the core network should be possible in duly justified cases. This should include cases where investment cannot be justified, for example in sparsely populated areas.
- (15) The particular situation of isolated or partially isolated rail networks should be recognised by way of exemptions from certain infrastructure requirements.
- (16) When carrying out the review of the implementation of the core network by 2023, the Commission should take into account national implementation plans and future enlargements.
- (17) The trans-European transport network covers only part of the existing transport networks. In the framework of the review of the implementation of the core network by 2023, the Commission should evaluate, in cooperation with the Member States concerned, whether other parts, such as certain class III inland waterways, should be integrated into the network. In the context of that review, the Commission should also assess the state of progress of the projects and should be able, where necessary, to reconsider the deadlines, taking account of any developments that may affect the likelihood of those deadlines being met.

⁽¹⁾ Regulation (EU) No 1255/2011 of the European Parliament and of the Council of 30 November 2011 establishing a Programme to support the further development of an Integrated Maritime Policy (OJ L 321, 5.12.2011, p. 1).

- (18) When carrying out the review of the implementation of the core network by 2023, the Commission, after consulting the Member States, should evaluate whether to include other parts in the network, especially the priority projects included in Decision No 661/2010/EU.
- (19) In order to establish the core network in a coordinated and timely manner, thereby making it possible to maximise the network benefits, Member States concerned should ensure that appropriate measures are taken to finalise the projects of common interest by 2030. With respect to the comprehensive network, Member States should make all possible efforts with the aim of completing it and complying with the relevant provisions of the guidelines by 2050.
- (20) It is necessary to identify projects of common interest which will contribute to the achievement of the trans-European transport network and which contribute to the achievement of the objectives and correspond to the priorities established in the guidelines. Their implementation should depend on their degree of maturity, on their compliance with Union and national legal procedures and on the availability of financial resources, without prejudging the financial commitment of a Member State or of the Union.
- (21) Projects of common interest should demonstrate a European added value. Cross-border projects typically have a high European added value, but may have lower direct economic effects compared to purely national projects. Such cross-border projects should be the subject of priority intervention by the Union in order to ensure that they are implemented.
- (22) Projects of common interest for which Union funding is sought should be the subject of a socio-economic cost-benefit analysis based on a recognised methodology, taking into account the relevant social, economic, climate-related and environmental benefits and costs. The analysis of climate-related and environmental costs and benefits should be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU of the European Parliament and of the Council ⁽¹⁾.
- (23) In order to contribute to the climate reduction targets of the Transport White Paper of a 60 % cut in greenhouse gas emissions below 1990 levels by 2050, the greenhouse gas impacts of projects of common interest in the form of new, extended or upgraded transport infrastructures should be assessed.
- (24) Some parts of the network are managed by actors other than Member States. However, Member States are responsible for ensuring that the rules governing the network are correctly applied within their territory. As the development and implementation of the trans-European transport network requires a common application of this Regulation, all parts of the network should be subject to the rights and obligations provided for by this Regulation, as well as to those laid down in other relevant Union and national law.
- (25) Cooperation with neighbouring and third countries is necessary in order to ensure connection and interoperability between the respective infrastructure networks. Therefore, the Union should where appropriate promote projects of common interest with those countries.
- (26) In order to achieve modal integration across the network, adequate planning of the trans-European transport network is required. This also entails the implementation of specific requirements throughout the network in terms of infrastructure, telematic applications, equipment and services. It is therefore necessary to ensure adequate and concerted deployment of such requirements across Europe for each transport mode and for their interconnection across the trans-European transport network and beyond, in order to obtain the benefits of the network effect and to make efficient long-range trans-European transport operations possible.
- (27) In order to determine existing and planned transport infrastructures for the comprehensive and the core network, maps should be provided and adapted over time to take into account the evolution of traffic flows. The technical basis of those maps is provided by the interactive geographical and technical information system for the trans-European transport network (TENtec), which contains a higher level of detail concerning the trans-European transport infrastructure.
- (28) The guidelines should set priorities in order to enable the trans-European transport network to be developed within the specified timescale.
- (29) Telematic applications are necessary in order to provide the basis for optimising traffic and transport operations and traffic safety and improving related services. Information to passengers, including information on ticketing and reservation systems, should be provided in line with Commission Regulation (EU) No 454/2011 ⁽²⁾.
- (30) The guidelines should provide for the development of the comprehensive network in urban nodes, in accordance with Union aims regarding sustainable urban mobility, as those nodes are the starting point or the final destination ("last mile") for passengers and freight moving on the trans-European transport network and are points of transfer within or between different transport modes.

⁽¹⁾ Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L 26, 28.1.2012, p. 1).

⁽²⁾ Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem 'telematic applications for passenger services' of the trans-European rail system (OJ L 123, 12.5.2011, p. 11).

- (31) Thanks to its large scale, the trans-European transport network should provide the basis for the large-scale deployment of new technologies and innovation, which, for example, can help to enhance the overall efficiency of the European transport sector and reduce its carbon footprint. This will contribute towards the objectives of the Europe 2020 Strategy and the White Paper's target of a 60 % cut in greenhouse gas emissions by 2050 (based on 1990 levels) and at the same time contribute to the objective of increasing fuel security for the Union. In order to achieve those objectives, the availability of alternative clean fuels should be improved throughout the trans-European transport network. The availability of alternative clean fuels should be based on demand for those fuels and there should not be any requirement to provide access to each alternative clean fuel at each fuel station.
- (32) The trans-European transport network must ensure efficient multi-modality in order to allow better and more sustainable modal choices to be made for passengers and freight and in order to enable large volumes to be consolidated for transfers over long distances. This will make multimodality economically more attractive for passengers, users and freight forwarders.
- (33) In order to achieve a high-quality and efficient transport infrastructure across all modes, the development of the trans-European transport network should take into account the security and safety of passengers and freight movements, the contribution to climate change and the impact of climate change and of potential natural and man-made disasters on infrastructure and accessibility for all transport users.
- (34) During infrastructure planning, Member States and other project promoters should give due consideration to the risk assessments and adaptation measures adequately improving resilience to climate change and environmental disasters.
- (35) Member States and other project promoters should carry out environmental assessments of plans and projects as provided for in Council Directive 92/43/EEC ⁽¹⁾, Directive 2000/60/EC of the European Parliament and of the Council ⁽²⁾, Directive 2001/42/EC of the European Parliament and of the Council ⁽³⁾, Directive 2009/147/EC of the European Parliament and of the Council ⁽⁴⁾ and
- Directive 2011/92/EU in order to avoid or, where avoidance is not possible, to mitigate or compensate for negative impacts on the environment, such as landscape fragmentation, soil sealing and air and water pollution as well as noise, and to protect biodiversity effectively.
- (36) The protection of the environment and of biodiversity, as well as the strategic requirements of inland waterway transport, should be taken into account.
- (37) Member States and other project promoters should ensure that assessments of projects of common interest are carried out efficiently, avoiding unnecessary delays.
- (38) Transport infrastructure should promote seamless mobility and accessibility for all users, in particular elderly people, persons of reduced mobility and disabled passengers.
- (39) Member States should carry out ex-ante assessments of the accessibility of infrastructure and of the services connected to it.
- (40) The core network should be a subset of the comprehensive network overlaying it. It should represent the strategically most important nodes and links of the trans-European transport network, according to traffic needs. It should be multimodal, that is to say, it should include all transport modes and their connections as well as relevant traffic and information management systems.
- (41) The core network has been identified on the basis of an objective planning methodology. That methodology has identified the most important urban nodes, ports and airports, as well as border crossing points. Wherever possible, those nodes are connected with multimodal links as long as they are economically viable, environmentally sustainable and feasible until 2030. The methodology has ensured the interconnection of all Member States and the integration of the main islands into the core network.
- (42) In order to implement the core network within the given timescale, a corridor approach could be used as an instrument to coordinate different projects on a trans-national basis and to synchronise the development of the corridor, thereby maximising network benefits. That instrument should not be understood as a basis for the prioritisation of certain projects on the core network. Core network corridors should help to develop the infrastructure of the core network in such a way as to address bottlenecks, enhance cross-border connections and improve efficiency and sustainability. They should contribute to cohesion through improved territorial cooperation.
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- ⁽¹⁾ Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7).
- ⁽²⁾ Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1).
- ⁽³⁾ Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (OJ L 197, 21.7.2001, p. 30).
- ⁽⁴⁾ Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (OJ L 20, 26.1.2010, p. 7).

- (43) Core network corridors should also address wider transport policy objectives and facilitate interoperability, modal integration and multimodal operations. This should allow specially developed corridors which are optimised in terms of emissions, thus minimising environmental impacts and increasing competitiveness, and which are also attractive on account of their reliability, limited congestion and low operating and administrative costs. The corridor approach should be transparent and clear and the management of such corridors should not create additional administrative burdens or costs.
- (44) In agreement with the Member State concerned, the European Coordinators provided for in this Regulation should facilitate measures to design the right governance structure and to identify the sources of financing, both private and public, for complex cross-border projects for each core network corridor. European Coordinators should facilitate the coordinated implementation of the core network corridors.
- (45) The role of the European Coordinators is of major importance for the development of, and cooperation along, the corridors.
- (46) The core network corridors should be in line with the rail freight corridors set up in accordance with Regulation (EU) No 913/2010 of the European Parliament and of the Council⁽¹⁾ as well as the European Deployment Plan for the European Rail Traffic Management System (ERTMS) provided for in Commission Decision 2009/561/EC⁽²⁾.
- (47) In order to maximise consistency between the guidelines and the programming of the relevant financial instruments available at Union level, trans-European transport network funding should comply with this Regulation and be based, in particular, on Regulation (EU) No 1316/2013 of the European Parliament and of the Council⁽³⁾. Correspondingly, it should aim at aligning and combining funding from relevant internal and external instruments such as structural and cohesion funds, the Neighbourhood Investment Facility (NIF) and the Instrument for Pre-Accession Assistance (IPA)⁽⁴⁾, and from financing from the European Investment Bank, the European Bank for Reconstruction and Development and other financial institutions.
- (48) In order to update the maps included in Annex I to take into account possible changes resulting from the actual usage of certain elements of transport infrastructure analysed against pre-established quantitative thresholds, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union ("TFEU"), subject to Article 172 thereof, should be delegated to the Commission in respect of amendments to Annexes I and II. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.
- (49) The interests of regional and local authorities, as well as those of local civil society affected by a project of common interest, should be appropriately taken into account in the planning and construction phase of projects.
- (50) The European and national frameworks for transport infrastructure planning and implementation, as well as for the provision of transport services, offer opportunities for stakeholders to contribute to the achievement of the objectives of this Regulation. The new instrument for the implementation of the trans-European transport network, i.e. core network corridors, is a strong means of realising the respective potential of stakeholders, of promoting cooperation between them and of strengthening complementarity with actions by Member States.
- (51) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁽⁵⁾.
- (52) Since the objectives of this Regulation, in particular the coordinated establishment and development of the trans-European transport network, cannot be sufficiently achieved by the Member States and can therefore, by reason of the need for coordination of those objectives, be better achieved at Union level, the Union may adopt measures in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.
- ⁽¹⁾ Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight (OJ L 276, 20.10.2010, p. 22).
- ⁽²⁾ Commission Decision 2009/561/EC of 22 July 2009 amending Decision 2006/679/EC as regards the implementation of the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system (OJ L 194, 25.7.2009, p. 60).
- ⁽³⁾ Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and /EC No 67/2010 (See page 129 of this Official Journal).
- ⁽⁴⁾ Council Regulation (EC) No 1085/2006 of 17 July 2006 establishing an Instrument for Pre-Accession Assistance (IPA) (OJ L 210, 31.7.2006, p. 82).
- ⁽⁵⁾ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

(53) Decision No 661/2010/EU should be repealed.

(54) This Regulation should enter into force on the day following that of its publication in the *Official Journal of the European Union*, in order to allow for the timely adoption of the delegated and implementing acts provided for by this Regulation,

HAVE ADOPTED THIS REGULATION:

CHAPTER I

GENERAL PRINCIPLES

Article 1

Subject matter

1. This Regulation establishes guidelines for the development of a trans-European transport network comprising a dual-layer structure consisting of the comprehensive network and of the core network, the latter being established on the basis of the comprehensive network.

2. This Regulation identifies projects of common interest and specifies the requirements to be complied with for the management of the infrastructure of the trans-European transport network.

3. This Regulation sets out the priorities for the development of the trans-European transport network.

4. This Regulation provides for measures for the implementation of the trans-European transport network. The implementation of projects of common interest depends on their degree of maturity, the compliance with Union and national legal procedures, and the availability of financial resources, without prejudging the financial commitment of a Member State or of the Union.

Article 2

Scope

1. This Regulation applies to the trans-European transport network as shown on the maps contained in Annex I. The trans-European transport network comprises transport infrastructure and telematic applications as well as measures promoting the efficient management and use of such infrastructure and permitting the establishment and operation of sustainable and efficient transport services.

2. The infrastructure of the trans-European transport network consists of the infrastructure for railway transport, inland waterway transport, road transport, maritime transport, air transport and multimodal transport, as determined in the relevant sections of Chapter II.

Article 3

Definitions

For the purpose of this Regulation, the following definitions apply:

(a) 'project of common interest' means any project carried out pursuant to the requirements and in compliance with the provisions of this Regulation;

(b) 'neighbouring country' means a country falling within the scope of the European Neighbourhood Policy including the Strategic Partnership, the Enlargement Policy, and the European Economic Area or the European Free Trade Association;

(c) 'third country' means any neighbouring country or any other country with which the Union may cooperate to achieve the objectives pursued by this Regulation;

(d) 'European added value' means the value of a project which, in addition to the potential value for the respective Member State alone, leads to a significant improvement of either transport connections or transport flows between the Member States which can be demonstrated by reference to improvements in efficiency, sustainability, competitiveness or cohesion, in line with the objectives set out in Article 4;

(e) 'infrastructure manager' means any body or undertaking that is responsible, in particular, for establishing or maintaining transport infrastructure. This may also include the management of infrastructure control and safety systems;

(f) 'telematic applications' means systems using information, communication, navigation or positioning/localisation technologies in order to manage infrastructure, mobility and traffic on the trans-European transport network effectively and to provide value-added services to citizens and operators, including systems for safe, secure, environmentally sound and capacity-efficient use of the network. They may also include onboard devices, provided they form an indivisible system with corresponding infrastructure components. They include systems, technologies and services referred to in points (g) to (l);

(g) 'intelligent transport system' (ITS) means a system as specified in Directive 2010/40/EU of the European Parliament and of the Council ⁽¹⁾;

(h) 'air traffic management system' means a system as specified in Regulation (EC) No 552/2004 of the European Parliament and of the Council ⁽²⁾ and in the European Air Traffic Management (ATM) Master Plan as specified in Council Regulation (EC) No 219/2007 ⁽³⁾;

⁽¹⁾ Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).

⁽²⁾ Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European Air Traffic Management network (the interoperability Regulation) (OJ L 96, 31.3.2004, p. 26).

⁽³⁾ Council Regulation (EC) No 219/2007 of 27 February 2007 on the establishment of a Joint Undertaking to develop the new generation European air traffic management system (SESAR) (OJ L 64, 2.3.2007, p. 1).

- (i) 'Vessel Traffic Monitoring and Information Systems' (VTMIS) means systems deployed to monitor and manage traffic and maritime transport, using information from Automatic Identification Systems of Ships (AIS), Long-Range Identification and Tracking of Ships (LRIT) and coastal radar systems and radio communications as provided for in Directive 2002/59/EC of the European Parliament and of the Council ⁽¹⁾, and includes the integration of the national maritime information systems through SafeSeaNet;
- (j) 'River Information Services (RIS)' means information and communication technologies on inland waterways as specified in Directive 2005/44/EC of the Parliament and of the Council ⁽²⁾;
- (k) 'e-Maritime services' means services using advanced and interoperable information technologies in the maritime transport sector to simplify administrative procedures and to facilitate the throughput of cargo at sea and in port areas, including single-window services such as the integrated maritime single window provided for in Directive 2010/65/EU of the European Parliament and of the Council ⁽³⁾, port community systems and relevant customs information systems;
- (l) 'European Rail Traffic Management System' (ERTMS) means the system defined in Commission Decision 2006/679/EC ⁽⁴⁾ and Commission Decision 2006/860/EC ⁽⁵⁾;
- (m) 'cross-border section' means the section which ensures the continuity of a project of common interest between the nearest urban nodes on both sides of the border of two Member States or between a Member State and a neighbouring country;
- (n) 'multimodal transport' means the carriage of passengers or freight, or both, using two or more modes of transport;
- (o) 'interoperability' means the ability, including all the regulatory, technical and operational conditions, of the infrastructure in a transport mode to allow safe and uninterrupted traffic flows which achieve the required levels of performance for that infrastructure or mode;
- (p) 'urban node' means an urban area where the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, logistic platforms and freight terminals located in and around an urban area, is connected with other parts of that infrastructure and with the infrastructure for regional and local traffic;
- (q) 'bottleneck' means a physical, technical or functional barrier which leads to a system break affecting the continuity of long-distance or cross-border flows and which can be surmounted by creating new infrastructure or substantially upgrading existing infrastructure that could bring significant improvements which will solve the bottleneck constraints;
- (r) 'logistic platform' means an area which is directly linked to the transport infrastructure of the trans-European transport network including at least one freight terminal, and which enables logistics activities to be carried out;
- (s) 'freight terminal' means a structure equipped for transhipment between at least two transport modes or between two different rail systems, and for temporary storage of freight, such as ports, inland ports, airports and rail-road terminals;
- (t) 'socio-economic cost-benefit analysis' means a quantified ex-ante evaluation, based on a recognised methodology, of the value of a project, taking into account all the relevant social, economic, climate-related and environmental benefits and costs. The analysis of climate-related and environmental costs and benefits shall be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU;
- (u) 'isolated network' means the rail network of a Member State, or a part thereof, with a track gauge different from that of the European standard nominal track gauge (1 435 mm), for which certain major infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;
- (v) 'NUTS region' means a region as defined in the Nomenclature of Territorial Units for Statistics;

⁽¹⁾ Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJ L 208, 5.8.2002, p. 10).

⁽²⁾ Directive 2005/44/EC of the Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p. 152).

⁽³⁾ Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC (OJ L 283, 29.10.2010, p. 1).

⁽⁴⁾ Commission Decision 2006/679/EC of 28 March 2006 concerning the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system (OJ L 284, 16.10.2006, p. 1).

⁽⁵⁾ Commission Decision 2006/860/EC of 7 November 2006 concerning a technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European high speed rail system and modifying Annex A to Decision 2006/679/EC concerning the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system (OJ L 342, 7.12.2006, p. 1).

(w) 'alternative clean fuels' means fuels such as electricity, hydrogen, biofuels (liquids), synthetic fuels, methane (natural gas (CNG and LNG) and biomethane) and liquefied petroleum gas (LPG) which serve, at least partly, as a substitute for fossil oil sources in the supply of energy to transport, contribute to its decarbonisation and enhance the environmental performance of the transport sector.

Article 4

Objectives of the trans-European transport network

The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is efficient and sustainable, increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:

(a) cohesion through:

- (i) accessibility and connectivity of all regions of the Union, including remote, outermost, insular, peripheral and mountainous regions, as well as sparsely populated areas;
- (ii) reduction of infrastructure quality gaps between Member States;
- (iii) for both passenger and freight traffic, interconnection between transport infrastructure for, on the one hand, long-distance traffic and, on the other, regional and local traffic;
- (iv) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of all European regions;

(b) efficiency through:

- (i) the removal of bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these, within Member States' territories and between them;
- (ii) the interconnection and interoperability of national transport networks;
- (iii) optimal integration and interconnection of all transport modes;
- (iv) the promotion of economically efficient, high-quality transport contributing to further economic growth and competitiveness;
- (v) efficient use of new and existing infrastructure;

(vi) cost-efficient application of innovative technological and operational concepts;

(c) sustainability through:

- (i) development of all transport modes in a manner consistent with ensuring transport that is sustainable and economically efficient in the long term;
- (ii) contribution to the objectives of low greenhouse gas emissions, low-carbon and clean transport, fuel security, reduction of external costs and environmental protection;
- (iii) promotion of low-carbon transport with the aim of achieving by 2050 a significant reduction in CO₂ emissions, in line with the relevant Union CO₂ reduction targets;

(d) increasing the benefits for its users through:

- (i) meeting the mobility and transport needs of its users within the Union and in relations with third countries;
- (ii) ensuring safe, secure and high-quality standards, for both passenger and freight transport;
- (iii) supporting mobility even in the event of natural or man-made disasters, and ensuring accessibility to emergency and rescue services;
- (iv) the establishment of infrastructure requirements, in particular in the field of interoperability, safety and security, which will ensure quality, efficiency and sustainability of transport services;
- (v) accessibility for elderly people, persons of reduced mobility and disabled passengers.

Article 5

Resource-efficient network

1. The trans-European transport network shall be planned, developed and operated in a resource-efficient way, through:

- (a) development, improvement and maintenance of existing transport infrastructure;
- (b) optimisation of infrastructure integration and interconnection;
- (c) the deployment of new technologies and telematic applications, where such deployment is economically justified;
- (d) the taking into account of possible synergies with other networks, in particular trans-European energy or telecommunication networks;

- (e) the assessment of strategic environmental impacts, with the establishment of appropriate plans and programmes and of impacts on mitigation of the effects of climate change;
- (f) measures to plan and expand infrastructure capacity where necessary;
- (g) adequate consideration of the vulnerability of transport infrastructure with regard to a changing climate as well as natural or man-made disasters, with a view to addressing those challenges.

2. In planning and developing the trans-European transport network, Member States shall take account of the particular circumstances in the various parts of the Union, such as, in particular, tourism aspects and topographical features of the regions concerned. They may adapt the detailed route alignment of sections within the limits indicated in point (c) of Article 49(4) while ensuring compliance with the requirements set out therein.

Article 6

Dual-layer trans-European transport network structure

1. The gradual development of the trans-European transport network shall be achieved, in particular, by implementing a dual-layer structure for that network with a coherent and transparent methodological approach, comprising a comprehensive network and a core network.
2. The comprehensive network shall consist of all existing and planned transport infrastructures of the trans-European transport network as well as measures promoting the efficient and socially and environmentally sustainable use of such infrastructure. It shall be identified and developed in accordance with Chapter II.
3. The core network shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives for the development of the trans-European transport network. It shall be identified and developed in accordance with Chapter III.

Article 7

Projects of common interest

1. Projects of common interest shall contribute to the development of the trans-European transport network through the creation of new transport infrastructure, through the rehabilitation and upgrading of the existing transport infrastructure and through measures promoting the resource-efficient use of the network.
2. A project of common interest shall:
 - (a) contribute to the objectives falling within at least two of the four categories set out in Article 4;

- (b) comply with Chapter II, and if it concerns the core network, comply in addition with Chapter III;

- (c) be economically viable on the basis of a socio-economic cost-benefit analysis;

- (d) demonstrate European added value.

3. A project of common interest may encompass its entire cycle, including feasibility studies and permission procedures, implementation and evaluation.

4. Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union and national law, in particular with Union legal acts on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility.

5. Projects of common interest are eligible for Union financial assistance under the instruments available for the trans-European transport network.

Article 8

Cooperation with third countries

1. The Union may support, including financially, projects of common interest in order to connect the trans-European transport network with infrastructure networks of neighbouring countries in so far as such projects:
 - (a) connect the core network at border crossing points and concern infrastructure necessary to ensure seamless traffic flow, border checks, border surveillance and other border control procedures;
 - (b) ensure the connection between the core network and the transport networks of the third countries, with a view to enhancing economic growth and competitiveness;
 - (c) complete the transport infrastructure in third countries which serve as links between parts of the core network in the Union;
 - (d) implement traffic management systems in those countries;
 - (e) promote maritime transport and motorways of the sea, excluding financial support to third-country ports;
 - (f) facilitate inland waterway transport with third countries.

Such projects shall enhance the capacity or utility of the trans-European transport network in one or more Member States.

2. Without prejudice to paragraph 1, the Union may cooperate with third countries to promote other projects, without providing financial support, in so far as such projects seek to:

- (a) promote the interoperability between the trans-European transport network and networks of third countries;

(b) promote the extension of the trans-European transport network policy into third countries;

(c) facilitate air transport with third countries, in order to promote efficient and sustainable economic growth and competitiveness, including the extension of the Single European Sky and improved air traffic management cooperation;

(d) facilitate maritime transport and promote motorways of the sea with third countries.

3. Projects under points (a) and (d) of paragraph 2 shall comply with the relevant provisions of Chapter II.

4. Annex III includes indicative maps of the trans-European transport network extended to specific neighbouring countries.

5. The Union may use existing, or set up and use new, coordination and financial instruments with neighbouring countries, such as the Neighbourhood Investment Facility (NIF) or the Instrument for Pre-Accession Assistance (IPA), for the promotion of projects of common interest.

6. The provisions of this Article are subject to the relevant procedures on international agreements as set out in Article 218 TFEU.

CHAPTER II

THE COMPREHENSIVE NETWORK

Article 9

General provisions

1. The comprehensive network shall:

(a) be as specified in the maps and the lists in Annex I and in Part 2 of Annex II;

(b) be further specified through the description of the infrastructure components;

(c) meet the requirements for the transport infrastructures set out in this Chapter;

(d) constitute the basis for the identification of projects of common interest;

(e) take into account the physical limitations and topographical particularities of Member States' transport infrastructures, as identified in the technical specifications for interoperability (TSIs).

2. Member States shall make all possible efforts with the aim of completing the comprehensive network and of complying with the relevant provisions of this Chapter by 31 December 2050.

Article 10

General priorities

1. In the development of the comprehensive network, general priority shall be given to measures that are necessary for:

(a) ensuring enhanced accessibility and connectivity for all regions of the Union while taking into consideration the specific case of islands, isolated networks and sparsely populated, remote and outermost regions;

(b) ensuring optimal integration of the transport modes and interoperability within transport modes;

(c) bridging missing links and removing bottlenecks, particularly in cross-border sections;

(d) promoting the efficient and sustainable use of the infrastructure and, where necessary, increasing capacity;

(e) improving or maintaining the quality of infrastructure in terms of safety, security, efficiency, climate and, where appropriate, disaster resilience, environmental performance, social conditions, accessibility for all users, including elderly people, persons with reduced mobility and disabled passengers, and the quality of services and continuity of traffic flows;

(f) implementing and deploying telematic applications and promoting innovative technological development.

2. In order to complement the measures set out in paragraph 1, particular consideration shall be given to measures that are necessary for:

(a) ensuring fuel security through increased energy efficiency, and promoting the use of alternative and, in particular, low or zero carbon energy sources and propulsion systems;

(b) mitigating exposure of urban areas to negative effects of transiting rail and road transport;

(c) removing administrative and technical barriers, in particular to the interoperability of the trans-European transport network and to competition.

SECTION 1

Railway transport infrastructure

Article 11

Infrastructure components

1. Railway transport infrastructure shall comprise, in particular:

(a) high-speed and conventional railway lines, including:

(i) sidings;

- (ii) tunnels;
- (iii) bridges;
- (b) freight terminals and logistic platforms for the transshipment of goods within the rail mode and between rail and other transport modes;
- (c) stations along the lines indicated in Annex I for the transfer of passengers within the rail mode and between rail and other transport modes;
- (d) the connections of stations, freight terminals and logistic platforms to the other modes in the trans-European transport network;
- (e) associated equipment;
- (f) telematic applications.

2. Railway lines shall take one of the following forms:

- (a) railway lines for high-speed transport which are:
 - (i) specially built high-speed lines equipped for speeds equal to or greater than 250 km/h;
 - (ii) specially upgraded conventional lines equipped for speeds of the order of 200 km/h;
 - (iii) specially upgraded high-speed lines which have special features as a result of topographical, relief or town-planning constraints, on which the speed must be adapted to each case. This category also includes inter-connecting lines between the high-speed and conventional networks, lines through stations, accesses to terminals, depots etc. travelled at conventional speed by 'high-speed' rolling stock;
- (b) railway lines for conventional transport.

3. The technical equipment associated with railway lines may include electrification systems, equipment for the boarding and alighting of passengers and the loading and unloading of cargo in stations, logistic platforms and freight terminals. It may include any facility, such as automatic gauge-changing facilities for rail, necessary to ensure the safe, secure and efficient operation of vehicles, including their reduced impact on the environment and improved interoperability.

Article 12

Transport infrastructure requirements

1. Freight terminals shall be connected with the road infrastructure or, where possible, the inland waterway infrastructure of the comprehensive network.

2. Member States shall ensure that the railway infrastructure:

- (a) save in the case of isolated networks, is equipped with ERTMS;
- (b) complies with Directive 2008/57/EC of the European Parliament and of the Council⁽¹⁾ and its implementing measures in order to achieve the interoperability of the comprehensive network;
- (c) complies with the requirements of the TSIs adopted pursuant to Article 6 of Directive 2008/57/EC, except where allowed by the relevant TSI or under the procedure provided for in Article 9 of Directive 2008/57/EC;
- (d) save in the case of isolated networks, is fully electrified as regards line tracks and, to the extent necessary for electric train operations, as regards sidings;
- (e) complies with the requirements laid down in Directive 2012/34/EU of the European Parliament and of the Council⁽²⁾, as regards access to freight terminals.

3. At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission in respect of requirements that go beyond the requirements of Directive 2008/57/EC concerning ERTMS and electrification.

Article 13

Priorities for railway infrastructure development

In the promotion of projects of common interest related to railway infrastructure, and in addition to the general priorities set out in Article 10, priority shall be given to the following:

- (a) deploying ERTMS;
- (b) migrating to 1 435 mm nominal track gauge;
- (c) mitigating the impact of noise and vibration caused by rail transport, in particular through measures for rolling stock and for infrastructure, including noise protection barriers;
- (d) meeting the infrastructure requirements and enhancing interoperability;
- (e) improving the safety of level crossings;

⁽¹⁾ Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community (OJ L 191, 18.7.2008, p. 1).

⁽²⁾ Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343, 14.12.2012, p. 32).

- (f) where appropriate, connecting railway transport infrastructure with inland waterway port infrastructure.

SECTION 2

Inland waterways transport infrastructure

Article 14

Infrastructure components

1. Inland waterways infrastructure shall comprise, in particular:

- (a) rivers;
- (b) canals;
- (c) lakes;
- (d) related infrastructure such as locks, elevators, bridges, reservoirs and associated flood-prevention measures which may bring positive effects to inland waterway navigation;
- (e) inland ports, including the infrastructure necessary for transport operations within the port area;
- (f) associated equipment;
- (g) telematic applications, including RIS;
- (h) the connections of the inland ports to the other modes in the trans-European transport network.

2. To be part of the comprehensive network, inland ports shall have an annual freight transshipment volume exceeding 500 000 tonnes. The total annual freight transshipment volume shall be based on the latest available three-year average, as published by Eurostat.

3. Equipment associated with inland waterways may include equipment for the loading and unloading of cargos in inland ports. Associated equipment may include, in particular, propulsion and operating systems which reduce pollution, such as water and air pollution, energy consumption and carbon intensity. It may also include waste reception facilities, shore-side electricity facilities, and used oil collection facilities, as well as equipment for ice-breaking, hydrological services and dredging of the port and port approaches to ensure year-round navigability.

Article 15

Transport infrastructure requirements

1. Member States shall ensure that inland ports are connected with the road or rail infrastructure.

2. Inland ports shall offer at least one freight terminal open to all operators in a non-discriminatory way and shall apply transparent charges.

3. Member States shall ensure that:

- (a) rivers, canals and lakes comply with the minimum requirements for class IV waterways as laid down in the new classification of inland waterways established by the European Conference of Ministers of Transport (ECMT) and that there is continuous bridge clearance, without prejudice to Articles 35 and 36 of this Regulation.

At the request of a Member State, in duly justified cases, exemptions shall be granted by the Commission from the minimum requirements on draught (less than 2,50 m) and on minimum height under bridges (less than 5,25 m);

- (b) rivers, canals and lakes are maintained so as to preserve good navigation status, while respecting the applicable environmental law;

- (c) rivers, canals and lakes are equipped with RIS.

Article 16

Priorities for inland waterway infrastructure development

In the promotion of projects of common interest related to inland waterway infrastructures, and in addition to the general priorities set out in Article 10, priority shall be given to the following:

- (a) for existing inland waterways: implementing measures necessary to reach the standards of the inland waterways class IV;
- (b) where appropriate, achieving higher standards for modernising existing waterways and for creating new waterways in accordance with the technical aspects of infrastructure of the ECMT, in order to meet market demands;
- (c) implementing telematic applications, including RIS;
- (d) connecting inland port infrastructure to rail freight and road transport infrastructure;
- (e) paying particular attention to free-flowing rivers which are close to their natural state and which can therefore be the subject of specific measures;
- (f) the promotion of sustainable inland waterway transport;
- (g) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area.

SECTION 3

Road transport infrastructure

Article 17

Infrastructure components

1. Road transport infrastructure shall comprise, in particular:

(a) high-quality roads, including:

(i) bridges;

(ii) tunnels;

(iii) junctions;

(iv) crossings;

(v) interchanges;

(vi) hard shoulders;

(b) parking and rest areas;

(c) associated equipment;

(d) telematic applications, including ITS;

(e) freight terminals and logistic platforms;

(f) the connections of the freight terminals and logistic platforms to the other modes in the trans-European transport network;

(g) coach stations.

2. The high-quality roads referred to in point (a) of paragraph 1 are those which play an important role in long-distance freight and passenger traffic, integrate the main urban and economic centres, interconnect with other transport modes and link mountainous, remote, landlocked and peripheral NUTS 2 regions to central regions of the Union. Those roads shall be adequately maintained to allow safe and secure traffic.

3. High-quality roads shall be specially designed and built for motor traffic, and shall be either motorways, express roads or conventional strategic roads.

(a) A motorway is a road specially designed and built for motor traffic, which does not serve properties bordering on it and which:

(i) is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or, exceptionally, by other means;

(ii) does not cross at grade with any road, railway or tramway track, bicycle path or footpath; and

(iii) is specially sign-posted as a motorway.

(b) An express road is a road designed for motor traffic, which is accessible primarily from interchanges or controlled junctions and which:

(i) prohibits stopping and parking on the running carriageway; and

(ii) does not cross at grade with any railway or tramway track.

(c) A conventional strategic road is a road which is not a motorway or express road but which is still a high-quality road as referred to in paragraphs 1 and 2.

4. Equipment associated with roads may include, in particular, equipment for traffic management, information and route guidance, for the levying of user charges, for safety, for reducing negative environmental effects, for refuelling or recharging of vehicles with alternative propulsion, and for secure parking areas for commercial vehicles.

Article 18

Transport infrastructure requirements

Member States shall ensure that:

(a) roads comply with the provisions of points (a), (b) or (c) of Article 17(3);

(b) the safety of road transport infrastructure is assured, monitored and, when necessary, improved in accordance with the procedure provided for by Directive 2008/96/EC of the European Parliament and of the Council ⁽¹⁾;

(c) road tunnels over 500 m in length comply with Directive 2004/54/EC of the European Parliament and of the Council ⁽²⁾;

(d) where applicable, the interoperability of toll collection systems is ensured in accordance with Directive 2004/52/EC of the European Parliament and of the Council ⁽³⁾ and with Commission Decision 2009/750/EC ⁽⁴⁾;

⁽¹⁾ Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).

⁽²⁾ Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network (OJ L 167, 30.4.2004, p. 39).

⁽³⁾ Directive 2004/52/EC of the European Parliament and of the Council of 29 April 2004 on the interoperability of electronic road toll systems in the Community (OJ L 166, 30.4.2004, p. 124).

⁽⁴⁾ Commission Decision 2009/750/EC of 6 October 2009 on the definition of the European Electronic Toll Service and its technical elements (OJ L 268, 13.10.2009, p. 11).

- (e) any intelligent transport system deployed by a public authority on road transport infrastructure complies with Directive 2010/40/EU and is deployed in a manner consistent with delegated acts adopted under that Directive.

Article 19

Priorities for road infrastructure development

In the promotion of projects of common interest related to road infrastructure, and in addition to the general priorities set out in Article 10, priority shall be given to the following:

- (a) improvement and promotion of road safety;
- (b) use of ITS, in particular multimodal information and traffic management systems, and integrated communication and payment systems;
- (c) introduction of new technologies and innovation for the promotion of low carbon transport;
- (d) provision of appropriate parking space for commercial users offering an appropriate level of safety and security;
- (e) the mitigation of congestion on existing roads.

SECTION 4

Maritime transport infrastructure and motorways of the sea

Article 20

Infrastructure components

1. Maritime transport infrastructure shall comprise, in particular:

- (a) maritime space;
- (b) sea canals;
- (c) maritime ports, including the infrastructure necessary for transport operations within the port area;
- (d) the connections of the ports to the other modes in the trans-European transport network;
- (e) dykes, locks and docks;
- (f) navigational aids;
- (g) port approaches and fairways;
- (h) breakwaters;

- (i) motorways of the sea;
- (j) associated equipment;
- (k) telematic applications, including e-Maritime services and VTMS.

2. Maritime ports shall be entry and exit points for the land infrastructure of the comprehensive network. They shall meet at least one of the following criteria:

- (a) the total annual passenger traffic volume exceeds 0,1 % of the total annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;
- (b) the total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 0,1 % of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;
- (c) the maritime port is located on an island and provides the sole point of access to a NUTS 3 region in the comprehensive network;
- (d) the maritime port is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.

3. Equipment associated with maritime transport infrastructure may include, in particular, equipment for traffic and cargo management, for the reduction of negative effects, including negative environmental effects, and for the use of alternative fuels, as well as equipment to ensure year-round navigability, including ice-breaking, hydrological surveys, and for dredging, maintenance and protection of the port and port approaches.

Article 21

Motorways of the sea

1. Motorways of the sea, representing as they do the maritime dimension of the trans-European transport network, shall contribute towards the achievement of a European maritime transport space without barriers. They shall consist of short-sea routes, ports, associated maritime infrastructure and equipment, and facilities as well as simplified administrative formalities enabling short-sea shipping or sea-river services to operate between at least two ports, including hinterland connections. Motorways of the sea shall include:

- (a) maritime links between maritime ports of the comprehensive network or between a port of the comprehensive network and a third-country port where such links are of strategic importance to the Union;

(b) port facilities, freight terminals, logistics platforms and freight villages located outside the port area but associated with the port operations, information and communication technologies (ICT) such as electronic logistics management systems, and safety and security and administrative and customs procedures in at least one Member State;

(c) infrastructure for direct land and sea access.

2. Projects of common interest for motorways of the sea in the trans-European transport network shall be proposed by at least two Member States. They shall comprise:

(a) a maritime link and its hinterland connections within the core network between two or more core network ports; or

(b) a maritime link and its hinterland connections between a core network port and ports of the comprehensive network, with a special focus on the hinterland connections of the core and comprehensive network ports.

3. Projects of common interest for motorways of the sea in the trans-European transport network may also include activities that have wider benefits and are not linked to specific ports, such as services and actions to support the mobility of persons and goods, activities for improving environmental performance, such as the provision of shore-side electricity that would help ships to reduce their emissions, making available facilities for ice-breaking, activities ensuring year-round navigability, dredging operations, and alternative fuelling facilities, as well as the optimisation of processes, procedures and the human element, ICT platforms and information systems, including traffic management and electronic reporting systems.

4. Within two years after being designated in accordance with Article 45, the European Coordinator for motorways of the sea shall present a detailed implementation plan for the motorways of the sea based on experiences and developments relating to Union maritime transport as well as the forecast traffic on the motorways of the sea.

Article 22

Transport infrastructure requirements

1. Member States shall ensure that:

(a) maritime ports are connected with railway lines or roads and, where possible, inland waterways of the comprehensive network, except where physical constraints prevent such connection;

(b) any maritime port that serves freight traffic offers at least one terminal which is open to users in a non-discriminatory way and which applies transparent charges;

(c) sea canals, port fairways and estuaries connect two seas, or provide access from the sea to maritime ports and correspond at least to inland waterway class VI.

2. Member States shall ensure that ports include equipment necessary to assist the environmental performance of ships in ports, in particular reception facilities for ship-generated waste and cargo residues in accordance with Directive 2000/59/EC of the European Parliament and of the Council⁽¹⁾ and in compliance with other relevant Union law.

3. Member States shall implement VTMS and SafeSeaNet as provided for in Directive 2002/59/EC and shall deploy e-Maritime services, including in particular maritime single-window services, as provided for in Directive 2010/65/EU.

Article 23

Priorities for maritime infrastructure development

In the promotion of projects of common interest related to maritime infrastructure, and in addition to the priorities set out in Article 10, priority shall be given to the following:

(a) promoting motorways of the sea including short-sea shipping, facilitating the development of hinterland connections and developing, in particular, measures to improve the environmental performance of maritime transport in accordance with the applicable requirements under Union law or relevant international agreements;

(b) interconnection of maritime ports with inland waterways;

(c) implementation of VTMS and e-Maritime services;

(d) introduction of new technologies and innovation for the promotion of alternative fuels and energy-efficient maritime transport, including LNG;

(e) modernisation and expansion of the capacity of the infrastructure necessary for transport operations within the port area.

⁽¹⁾ Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues (OJ L 332, 28.12.2000, p. 81).

SECTION 5

Air transport infrastructure

Article 24

Infrastructure components

1. Air transport infrastructure shall comprise, in particular:
 - (a) air space, routes and airways;
 - (b) airports;
 - (c) the connections of the airports to the other modes in the trans-European transport network;
 - (d) associated equipment;
 - (e) air navigation systems, including the new-generation European air traffic management system (the "SESAR system").
2. Airports shall comply with one of the following criteria:
 - (a) for passenger airports, the total annual passenger traffic is at least 0,1 % of the total annual passenger volume of all airports of the Union, unless the airport in question is situated outside a radius of 100 km from the nearest airport in the comprehensive network or outside a radius of 200 km if the region in which it is situated is provided with a high-speed railway line;
 - (b) for cargo airports, the total annual cargo volume is at least 0,2 % of the total annual cargo volume of all airports of the Union.

The total annual passenger volume and the total annual cargo volume are based on the latest available three-year average, as published by Eurostat.

Article 25

Transport infrastructure requirements

1. Member States shall ensure that any airport located on their territory offers at least one terminal which is open to all operators in a non-discriminatory way and which applies transparent, relevant and fair charges.
2. Member States shall ensure that common basic standards for safeguarding civil aviation against acts of unlawful interference, as adopted by the Union in accordance with Regulation (EC) No 300/2008 of the European Parliament and of the Council⁽¹⁾, apply to the air transport infrastructure of the comprehensive network.

⁽¹⁾ Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002 (OJ L 97, 9.4.2008, p. 72).

3. Member States shall ensure that infrastructure for air traffic management is such as to permit the implementation of the Single European Sky in accordance with Regulation (EC) No 549/2004 of the European Parliament and of the Council⁽²⁾, Regulation (EC) No 550/2004 of the European Parliament and of the Council⁽³⁾, Regulation (EC) No 551/2004 of the European Parliament and of the Council⁽⁴⁾ and Regulation (EC) No 552/2004, and of air transport operations, in order to improve the performance and sustainability of the European aviation system, of implementing rules and of Union specifications.

Article 26

Priorities for air transport infrastructure development

In the promotion of projects of common interest related to air transport infrastructure, and in addition to the priorities set out in Article 10, priority shall be given to the following:

- (a) increasing airport capacity;
- (b) supporting the implementation of the Single European Sky and of air traffic management systems, in particular those deploying the SESAR system;
- (c) improving multimodal interconnections between airports and infrastructure of other transport modes;
- (d) improving sustainability and mitigating the environmental impact from aviation.

SECTION 6

Infrastructure for multimodal transport

Article 27

Infrastructure components

Freight terminals or logistic platforms shall comply with at least one of the following criteria:

- (a) their annual transshipment of freight exceeds, for non-bulk cargo, 800 000 tonnes or, for bulk cargo, 0,1 % of the corresponding total annual cargo volume handled in all maritime ports of the Union;
- (b) where there is no freight terminal or logistic platform complying with point (a) in a NUTS 2 region, the terminal or platform in question is the main freight terminal or logistic platform designated by the Member

⁽²⁾ Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the framework Regulation) (OJ L 96, 31.3.2004, p. 1).

⁽³⁾ Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (the service provision Regulation) (OJ L 96, 31.3.2004, p. 10).

⁽⁴⁾ Regulation (EC) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European sky (the airspace Regulation) (OJ L 96, 31.3.2004, p. 20).

State concerned, linked at least to roads and railways for that NUTS 2 region, or in the case of Member States with no rail system, linked only to roads.

Article 28

Transport infrastructure requirements

1. Member States shall ensure, in a fair and non-discriminatory way, that:

- (a) transport modes are connected in any of the following places: freight terminals, passenger stations, inland ports, airports and maritime ports, in order to allow multimodal transport of passengers and freight;
- (b) without prejudice to the applicable Union and national law, freight terminals and logistic platforms, inland and maritime ports and airports handling cargo are equipped for the provision of information flows within this infrastructure and between the transport modes along the logistic chain. Such systems are in particular to enable real-time information to be provided on available infrastructure capacity, traffic flows and positioning, tracking and tracing, and ensure safety and security throughout multimodal journeys;
- (c) without prejudice to the applicable Union and national law, continuous passenger traffic across the comprehensive network is facilitated through appropriate equipment and the availability of telematic applications in railway stations, coach stations, airports and, where relevant, maritime and inland waterway ports.

2. Freight terminals shall be equipped with cranes, conveyors and other devices for moving freight between different transport modes and for the positioning and storage of freight.

Article 29

Priorities for multimodal transport infrastructure development

In the promotion of projects of common interest related to multimodal transport infrastructure, and in addition to the general priorities set out in Article 10, priority shall be given to the following:

- (a) providing for effective interconnection and integration of the infrastructure of the comprehensive network, including through access infrastructure where necessary and through freight terminals and logistic platforms;
- (b) removing the main technical and administrative barriers to multimodal transport;
- (c) developing a smooth flow of information between the transport modes and enabling multimodal and single-mode services to be provided across the trans-European transport system.

SECTION 7

Common provisions

Article 30

Urban nodes

When developing the comprehensive network in urban nodes, Member States shall, where feasible, aim to ensure:

- (a) for passenger transport: interconnection between rail, road, air and, as appropriate, inland waterway and maritime infrastructure of the comprehensive network;
- (b) for freight transport: interconnection between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure of the comprehensive network;
- (c) adequate connection between different railway stations, ports or airports of the comprehensive network within an urban node;
- (d) seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local traffic and urban freight delivery, including logistic consolidation and distribution centres;
- (e) mitigation of the exposure of urban areas to negative effects of transiting rail and road transport, which may include bypassing of urban areas;
- (f) promotion of efficient low-noise and low-carbon urban freight delivery.

Article 31

Telematic applications

1. Telematic applications shall be such as to enable traffic management and the exchange of information within and between transport modes for multimodal transport operations and value-added transport-related services, improvements in safety, security and environmental performance, and simplified administrative procedures. Telematic applications shall facilitate seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local transport.

2. Telematic applications shall be deployed where feasible across the Union, in order to enable a set of interoperable basic capabilities to exist in all Member States.

3. The telematic applications referred to in this Article shall, for the respective transport modes, include in particular:

— for railways: ERTMS;

- for inland waterways: RIS;
- for road transport: ITS;
- for maritime transport: VTMS and e-Maritime services, including single-window services such as the maritime single window, port community systems and relevant customs information systems;
- for air transport: air traffic management systems, in particular those resulting from the SESAR system.

Article 32

Sustainable freight transport services

Member States shall pay particular attention to projects of common interest which both provide efficient freight transport services that use the infrastructure of the comprehensive network and contribute to reducing carbon dioxide emissions and other negative environmental impacts, and which aim to:

- (a) improve sustainable use of transport infrastructure, including its efficient management;
 - (b) promote the deployment of innovative transport services, including through motorways of the sea, telematic applications and the development of the ancillary infrastructure necessary to achieve mainly environmental and safety-related goals of those services, as well as the establishment of relevant governance structures;
 - (c) facilitate multimodal transport service operations, including the necessary accompanying information flows, and improve cooperation between transport service providers;
 - (d) stimulate resource and carbon efficiency, in particular in the fields of vehicle traction, driving/steaming, systems and operations planning;
 - (e) analyse and provide information on fleet characteristics and performance, administrative requirements and human resources;
 - (f) improve links to the most vulnerable and isolated parts of the Union, in particular outermost, island, remote and mountain regions.
- (b) make possible the decarbonisation of all transport modes by stimulating energy efficiency, introduce alternative propulsion systems, including electricity supply systems, and provide corresponding infrastructure. Such infrastructure may include grids and other facilities necessary for the energy supply, may take account of the infrastructure-vehicle interface and may encompass telematic applications;
 - (c) improve the safety and sustainability of the movement of persons and of the transport of goods;
 - (d) improve the operation, management, accessibility, interoperability, multimodality and efficiency of the network, including through multimodal ticketing and coordination of travel timetables;
 - (e) promote efficient ways to provide accessible and comprehensible information to all citizens regarding interconnections, interoperability and multimodality;
 - (f) promote measures to reduce external costs, such as congestion, damage to health and pollution of any kind including noise and emissions;
 - (g) introduce security technology and compatible identification standards on the networks;
 - (h) improve resilience to climate change;
 - (i) further advance the development and deployment of telematic applications within and between modes of transport.

Article 34

Safe and secure infrastructure

Member States shall give due consideration to ensuring that transport infrastructure provides for safe and secure passenger and freight movements.

Article 35

Resilience of infrastructure to climate change and environmental disasters

During infrastructure planning, Member States shall give due consideration to improving resilience to climate change and to environmental disasters.

Article 36

Environmental protection

Environmental assessment of plans and projects shall be carried out in accordance with the Union law on the environment, including Directives 92/43/EEC, 2000/60/EC, 2001/42/EC, 2009/147/EC and 2011/92/EU.

Article 33

New technologies and innovation

In order for the comprehensive network to keep up with innovative technological developments and deployments, the aim shall be in particular to:

- (a) support and promote the decarbonisation of transport through transition to innovative and sustainable transport technologies;

Article 37

Accessibility for all users

Transport infrastructure shall allow seamless mobility and accessibility for all users, in particular elderly people, persons of reduced mobility and passengers with a disability.

The design and construction of transport infrastructure shall comply with the relevant requirements laid down in Union law.

CHAPTER III

THE CORE NETWORK

Article 38

Identification of the core network

1. The core network, as shown on the maps contained in Annex I, shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives of the trans-European transport network policy, and shall reflect evolving traffic demand and the need for multimodal transport. It shall, in particular, contribute to coping with increasing mobility and ensuring a high safety standard as well as contributing to the development of a low-carbon transport system.

2. The core network shall be interconnected in nodes and provide for connections between Member States and with neighbouring countries' transport infrastructure networks.

3. Without prejudice to Article 1(4) and Article 41(2) and (3), Member States shall take the appropriate measures for the core network to be developed in order to comply with the provisions of this Chapter by 31 December 2030.

In accordance with Article 54, the implementation of the core network shall be evaluated by the Commission by 31 December 2023.

Article 39

Infrastructure requirements

1. Innovative technologies, telematic applications and regulatory and governance measures for managing the infrastructure use shall be taken into account in order to ensure resource-efficient use of transport infrastructure for both passengers and freight transport and to provide for sufficient capacity.

2. The infrastructure of the core network shall meet all the requirements set out in Chapter II. In addition, the following requirements shall be met by the infrastructure of the core network, without prejudice to paragraph 3:

(a) for railway transport infrastructure:

- (i) full electrification of the line tracks and, as far as necessary for electric train operations, sidings;

- (ii) freight lines of the core network as indicated in Annex I: at least 22,5 t axle load, 100 km/h line speed and the possibility of running trains with a length of 740 m;

(iii) full deployment of ERTMS;

- (iv) nominal track gauge for new railway lines: 1 435 mm except in cases where the new line is an extension on a network the track gauge of which is different and detached from the main rail lines in the Union.

Isolated networks are exempt from requirements (i) to (iii);

(b) for inland waterway and maritime transport infrastructure:

- availability of alternative clean fuels;

(c) for road transport infrastructure:

- the requirements under points (a) or (b) of Article 17(3);

- the development of rest areas on motorways approximately every 100 km in line with the needs of society, of the market and of the environment, in order inter alia to provide appropriate parking space for commercial road users with an appropriate level of safety and security;

- availability of alternative clean fuels;

(d) for air transport infrastructure:

- capacity to make available alternative clean fuels.

3. Without prejudice to Directive 2008/57/EC, at the request of a Member State, as regards railway transport infrastructure, exemptions may be granted by the Commission in duly justified cases in relation to the train length, ERTMS, axle load, electrification and line speed.

At the request of a Member State, as regards road transport infrastructure, exemptions from the provisions of points (a) or (b) of Article 17(3) may be granted by the Commission in duly justified cases as long as an appropriate level of safety is ensured.

The duly justified cases referred to in this paragraph shall include cases where investment in infrastructure cannot be justified in socio-economic cost-benefit terms.

*Article 40***Development of the core network**

The transport infrastructure included in the core network shall be developed in accordance with the corresponding provisions of Chapter II.

*Article 41***Nodes of the core network**

1. The nodes of the core network are set out in Annex II and include:

- (a) urban nodes, including their ports and airports;
- (b) maritime ports and inland waterways ports;
- (c) border crossing points to neighbouring countries;
- (d) rail-road terminals;
- (e) passenger and freight airports.

2. Maritime ports of the core network indicated in Part 2 of Annex II shall be connected with the railway and road and, where possible, inland waterway transport infrastructure of the trans-European transport network by 31 December 2030, except where physical constraints prevent such connection.

3. The main airports indicated in Part 2 of Annex II shall be connected with the railway and road transport infrastructure of the trans-European transport network by 31 December 2050, except where physical constraints prevent such connection. Taking into account potential traffic demand, such airports shall be integrated into the high-speed rail network wherever possible.

CHAPTER IV

IMPLEMENTATION OF THE CORE NETWORK THROUGH CORE NETWORK CORRIDORS*Article 42***The instrument of core network corridors**

1. Core network corridors are an instrument to facilitate the coordinated implementation of the core network. In order to lead to resource-efficient multimodal transport, thereby contributing to cohesion through improved territorial cooperation, core network corridors shall be focused on:

- (a) modal integration,
- (b) interoperability, and
- (c) a coordinated development of infrastructure, in particular in cross-border sections and bottlenecks.

2. Core network corridors shall enable Member States to achieve a coordinated and synchronised approach with regard

to investment in infrastructure, so as to manage capacities in the most efficient way. The core network corridors shall support the comprehensive deployment of interoperable traffic management systems and, where appropriate, the use of innovation and new technologies.

*Article 43***Definition of core network corridors**

1. Core network corridors cover the most important long-distance flows in the core network and are intended, in particular, to improve cross-border links within the Union.

2. Core network corridors shall be multimodal and open to the inclusion of all transport modes covered in this Regulation. They cross at least two borders and, if possible, involve at least three transport modes, including, where appropriate, motorways of the sea.

*Article 44***List of core network corridors**

1. The list of core network corridors is set out in Part I of Annex I to Regulation (EU) No 1316/2013. Member States shall participate, as provided for in this Chapter, in those core network corridors.

2. The Commission shall make available schematic indicative maps of the core network corridors in a format easily accessible to the public.

*Article 45***Coordination of core network corridors**

1. In order to facilitate the coordinated implementation of core network corridors, ERTMS and motorways of the sea, the Commission shall, in agreement with the Member States concerned, and after consulting the European Parliament and the Council, designate one or more European Coordinators.

2. The European Coordinator shall be chosen, in particular, on the basis of his/her knowledge of issues relating to transport and to the financing and/or the socio-economic and environmental evaluation of major projects, as well as his/her experience of European institutions.

3. The Commission decision designating the European Coordinator shall specify how the tasks referred to in paragraph 5 are to be performed.

4. The European Coordinator shall act in the name and on behalf of the Commission, which shall provide the necessary secretarial assistance. The remit of the European Coordinator shall relate to a single core network corridor or to the implementation of ERTMS or to the implementation of motorways of the sea, respectively.

5. The European Coordinator shall:

- (a) support the coordinated implementation of the core network corridor concerned, and in particular the timely implementation of the work plan for that core network corridor;
- (b) draw up the corridor work plan together with the Member States and monitor its implementation;
- (c) consult with the Corridor Forum in relation to that plan and its implementation;
- (d) report to the Member States, to the Commission and, as appropriate, to all other entities directly involved in the development of the core network corridor on any difficulties encountered and, in particular when the development of a corridor is being impeded, with a view to helping to find appropriate solutions;
- (e) draw up a report every year for the European Parliament, the Council, the Commission and the Member States concerned on the progress achieved in implementing the core network corridor;
- (f) examine the demand for transport services, the possibilities of investment funding and financing and the steps to be taken and the conditions to be met in order to facilitate access to such funding or financing, and give appropriate recommendations.

6. The European Coordinator may consult, together with the Member States concerned, regional and local authorities, transport operators, transport users and representatives of civil society in relation to the work plan and its implementation.

7. The Member States concerned shall cooperate with the European Coordinator and give the Coordinator the information required in order to perform the tasks prescribed in this Article, including information on the development of corridors in any relevant national infrastructure plans.

8. Without prejudice to the applicable Union and national law, the Commission may request the opinion of the European Coordinator when examining applications for Union funding for core network corridors with which the European Coordinator is entrusted, in order to ensure the consistency and advancement of each corridor.

9. If the European Coordinator is unable to carry out his or her mandate satisfactorily and in accordance with the requirements laid down in this Article, the Commission may at any time, in agreement with the Member States concerned, terminate that mandate. A replacement may be designated in accordance with the procedure set out in paragraph 1.

Article 46

Governance of core network corridors

1. For each core network corridor, the relevant European Coordinator shall be assisted in the performance of his/her tasks concerning the work plan and its implementation by a secretariat and by a consultative forum (the Corridor Forum). In agreement with the Member States concerned, the Corridor Forum shall be established and chaired by the European Coordinator. The Member States concerned shall agree on the membership of the Corridor Forum for their part of the core network corridor.

2. With the agreement of the Member States concerned, the Coordinator may set up and chair corridor working groups which focus on:

- (a) modal integration,
- (b) interoperability,
- (c) the coordinated development of infrastructure in cross-border sections.

Article 47

Work plan

1. Each European Coordinator shall, by 22 December 2014, submit to the Member States concerned a work plan analysing the development of the corridor. After it has been approved by the Member States concerned, the work plan shall be submitted for information to the European Parliament, the Council and the Commission.

The work plan shall include, in particular, a description of the characteristics, cross-border sections and objectives of the core network corridor, applying the objectives and priorities set out in Articles 4 and 10. The work plan shall include an analysis of:

- (a) the deployment of interoperable traffic management systems;
- (b) a plan for the removal of physical, technical, operational and administrative barriers between and within transport modes and for the enhancement of efficient multimodal transport and services;
- (c) where appropriate, measures to improve the administrative and technical capacity to conceive, plan, design, procure, implement and monitor projects of common interest;
- (d) the possible impacts of climate change on the infrastructure and, where appropriate, proposed measures to enhance resilience to climate change;
- (e) measures to be taken in order to mitigate greenhouse gas emissions, noise and, as appropriate, other negative environmental impacts.

The work plan shall include details of public consultations which support the development of the work plan and its implementation.

The work plan shall also comprise an analysis of the investment required, including:

- the list of projects for the extension, renewal or redeployment of transport infrastructure referred to in Article 2(2) for each of the transport modes involved in the core network corridor;
- the various sources envisaged, in partnership with the Member States concerned, for funding and financing, at international, national, regional, local and Union levels, including, whenever possible, earmarked cross-financing systems as well as private capital, together with the amount of commitments already made and, where applicable, reference to the contribution by the Union envisaged under the Union's financial programmes.

2. Subject to Article 1(4) and Article 54, and after approval by the Member States concerned, the Commission may adopt implementing acts for the cross-border and horizontal dimensions of the core network corridor work plans.

Once adopted, the Commission shall adapt those implementing acts, after approval by the Member States concerned, to take into account the progress made, delays encountered or updated national programmes.

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 52(2).

3. The European Coordinator shall support Member States in implementing the work plan, in particular as regards:

- (a) the investment planning, the related costs and implementation timeline, estimated as necessary to implement the core network corridors;
- (b) defining measures aimed at promoting the introduction of new technologies in traffic and capacity management and, where appropriate, reducing external costs, in particular greenhouse gas emissions and noise.

Article 48

Cooperation with Rail Freight Corridors

1. Adequate coordination shall be ensured between the core network corridors and the rail freight corridors provided for in Regulation (EU) No 913/2010, in order to avoid any duplication of activity, in particular when establishing the work plan or setting up working groups.

2. The provisions of this Chapter shall be without prejudice to the governance structures set out in Regulation (EU) No 913/2010.

CHAPTER V

COMMON PROVISIONS

Article 49

Updating and reporting

1. Member States shall inform the Commission on a regular, comprehensive and transparent basis about the progress made in implementing projects and the investments made for that purpose. This shall include the transmission of annual data as far as possible through the interactive geographical and technical information system for the trans-European transport network (TENtec). It shall include all relevant data concerning projects of common interest in receipt of Union funding.

The Commission shall ensure that TENtec is publicly and easily accessible and that it contains project-specific and updated information on the forms and amounts of Union co-funding, as well as on the progress of each project.

The Commission shall ensure that TENtec does not make publicly available any information which is commercially confidential, or which could prejudice or unduly influence any process of public procurement in a Member State.

The Commission shall make available information on financial assistance provided under other Union law, including the Cohesion Fund, the European Regional Development Fund and Horizon 2020, and in the form of loans and financing instruments established by the European Investment Bank.

2. Member States shall provide the Commission with abstracts of national plans and programmes which they are drawing up with a view to development of the trans-European transport network. Once they have been adopted, the Member States shall send the national plans and programmes to the Commission for information.

3. Every two years starting from 21 December 2013, the Commission shall publish a progress report on its implementation, which shall be submitted for information to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions. The report shall cover the use of the various forms of financial assistance mentioned in paragraph 1, for the various transport modes and other elements of the core and comprehensive networks in each Member State.

The report shall also analyse the development of the trans-European transport network. It shall also outline the Commission's coordination of all forms of financial assistance with a view to supporting a coherent application of the guidelines in line with their objectives and priorities.

4. Subject to the second paragraph of Article 172 TFEU, the Commission shall be empowered to adopt delegated acts in accordance with Article 53 of this Regulation concerning the adaptation of Annexes I and II to take account of possible changes resulting from the quantitative thresholds laid down in Articles 14, 20, 24 and 27 of this Regulation. When adapting those Annexes, the Commission shall:

- (a) include logistic platforms, freight terminals, rail-road terminals, inland ports, maritime ports and airports in the comprehensive network, if it is demonstrated that the latest two-year average of their traffic volume exceeds the relevant threshold;
- (b) exclude logistic platforms, freight terminals, rail-road terminals, inland ports, maritime ports and airports from the comprehensive network, if it is demonstrated that the average of their traffic volume over the last six years is below the relevant threshold;
- (c) adjust the maps for road, railway and inland waterway infrastructure in a strictly limited way so as to reflect progress in completing the network. In adjusting those maps, the Commission shall not admit any adjustment in route alignment beyond that which is allowed by the relevant project authorisation procedure.

The adaptations under points (a) and (b) shall be based on the latest available statistics published by Eurostat or, if those statistics are not available, by the national statistics offices of the Member States. The adaptations under point (c) shall be based on the information provided by the Member State concerned in accordance with paragraph 1.

5. Projects of common interest concerning infrastructure which is newly included through a delegated act in the trans-European transport network shall be eligible for the purposes of Article 7(5) as from the date of entry into force of those delegated acts adopted pursuant to paragraph 4 of this Article.

Projects of common interest concerning infrastructure which have been excluded from the trans-European transport network shall cease to be eligible as from the date of entry into force of the delegated acts adopted pursuant to paragraph 4 of this Article. The cessation of eligibility shall not affect financing or grant decisions taken by the Commission before that date.

6. Subject to Article 172(2) TFEU, the Commission shall be empowered to adopt delegated acts in accordance with Article 53 of this Regulation concerning the adaptation of Annex III in order to include or adapt indicative maps of neighbouring countries, based on high-level agreements on transport infrastructure networks between the Union and the neighbouring countries concerned.

Article 50

Engagement with public and private stakeholders

1. Projects of common interest relate to all directly concerned stakeholders. These may be entities other than Member States, which may include regional and local authorities, managers and users of infrastructure as well as industry and civil society.
2. National procedures regarding regional and local authorities as well as civil society affected by a project of common interest shall be complied with, where appropriate, in the planning and construction phase of a project. The Commission shall promote the exchange of good practice in this regard.
3. The stakeholders referred to in paragraph 1 may, within the scope of their competence, also use, in addition to the Connecting Europe Facility and the Cohesion Fund, other specific European programmes, in particular those supporting regional development, 'European Territorial Cooperation', 'Research and Innovation' or 'Environment and Climate action'. Those stakeholders may thereby contribute to achievement of the objectives of this Regulation and, moreover, specifically strengthen:
 - (a) the enhancement of regional mobility, thereby promoting access to the trans-European transport network, for all regions of the Union;
 - (b) the promotion of cross-border projects;
 - (c) the integration of urban nodes into the trans-European transport network (including promotion of sustainable urban mobility);
 - (d) the promotion of sustainable transport solutions, such as enhanced accessibility by public transport, telematic applications, intermodal terminals/multimodal transport chains, low-carbon and other innovative transport solutions and environmental improvements;
 - (e) the enhancement of cooperation between the different stakeholders.

Article 51

Underlying principles for the assessment of socio-economic cost-benefit analysis and European added value

Based on the objectives set out in Article 4, the Commission shall publish the underlying principles it uses for the assessment of socio-economic cost-benefit and European added value analyses in relation to projects of common interest for which Union funding is sought.

Article 52

Committee procedure

1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.

2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third paragraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.

Article 53

Exercise of delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 49(4) and (6) shall be conferred on the Commission for a period of five years from 21 December 2013. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of powers referred to in Article 49(4) and (6) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the *Official Journal of the European Union* or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

5. A delegated act adopted pursuant to Article 49(4) and (6) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of the notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Article 54

Review

1. By 31 December 2023, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out a review of the implementation of the core network, evaluating:

(a) compliance with the provisions laid down in this Regulation;

(b) progress in the implementation of this Regulation;

(c) changes in passenger and freight transport flows;

(d) developments in national transport infrastructure investment;

(e) the need for amendments to this Regulation.

The evaluation shall also consider, inter alia, the impact of evolving traffic patterns and relevant developments in infrastructure investment plans.

In addition to carrying out that review, the Commission, in cooperation with the Member States, shall assess whether new sections, such as certain former cross-border priority projects listed in Decision No 661/2010/EU, are to be included in the core network. The Commission shall present a legislative proposal if appropriate.

2. When carrying out that review, the Commission shall evaluate whether the core network as provided for in this Regulation will comply with the provisions of Chapter III by 2030 while taking into account the economic and budgetary situation in the Union and in individual Member States. The Commission shall also evaluate, in consultation with the Member States, whether the core network should be modified to take into account developments in transport flows and national investment planning. If necessary, the Commission may submit a proposal for amendment of this Regulation.

For that proposal, the Commission may also specify the date for completion of the comprehensive network as laid down in Article 9(2).

Article 55

Single Contact Authority

Member States may appoint a Single Contact Authority for the purpose of facilitating and coordinating the process of granting permits for projects of common interest, in particular cross-border projects, in accordance with the applicable Union law.

Article 56

Delay in completion of the core network

In the event of significant delay in starting or completing work on the core network, the Commission may ask the Member States concerned to provide the reasons for the delay. Such reasons shall be provided by the Member States within three months. On the basis of the reply given, the Commission shall consult the Member States concerned in order to resolve the problem that has caused the delay.

Article 57

Exemptions

The provisions relating to railways, and in particular any requirement to connect airports and ports to railways, shall not apply to Cyprus and Malta for as long as no railway system is established within their territory.

*Article 58***Transitional provisions**

1. Financing decisions adopted under Regulation (EC) No 680/2007 of the European Parliament and of the Council ⁽¹⁾, based on Decision No 661/2010/EU, which are under way at the time of entry into force of this Regulation shall continue to be subject to Decision No 661/2010/EU in the version in force on 20 December 2013.

2. References to priority projects as listed in Annex III to Decision No 661/2010/EU shall be construed as references to the core network as defined in this Regulation.

*Article 59***Repeal**

Without prejudice to Article 58 of this Regulation and point (d) of Article 7(2) of Regulation (EU) No 1316/2013, Decision No 661/2010/EU is repealed.

*Article 60***Entry into force**

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Strasbourg, 11 December 2013.

For the European Parliament

The President

M. SCHULZ

For the Council

The President

V. LEŠKEVIČIUS

⁽¹⁾ Regulation (EC) No 680/2007 of the European Parliament and of the Council of 20 June 2007 laying down general rules for the granting of Community financial aid in the field of trans-European transport and energy networks (OJ L 162, 22.6.2007, p. 1).

ANNEX I

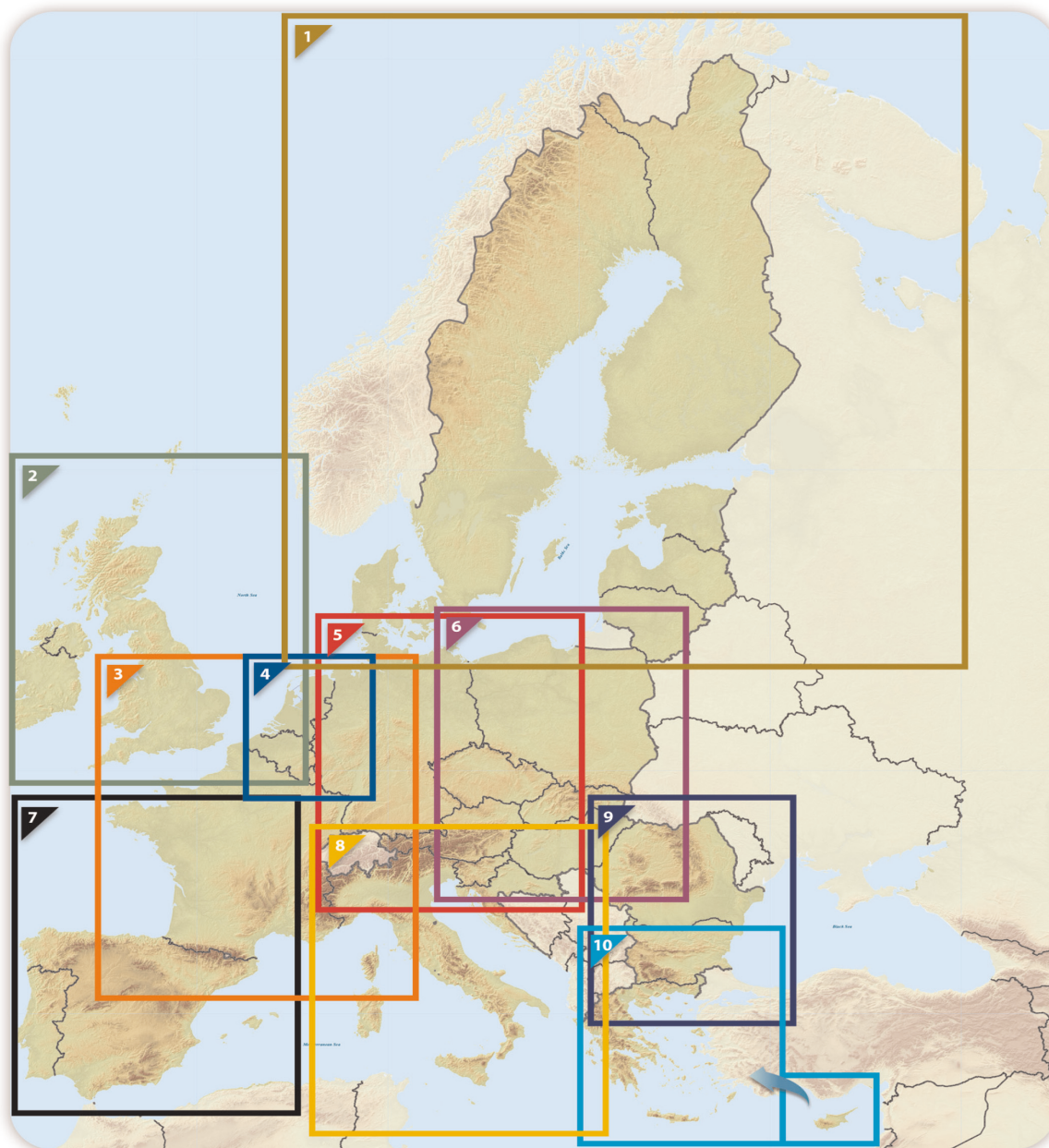
MAPS OF THE COMPREHENSIVE AND CORE NETWORKS

Legend

Core network	Comprehensive network	
		Inland Waterways / Completed
		Inland Waterways / To be upgraded
		Inland Waterways / Planned
		Conventional rail / Completed
		Conventional rail / To be upgraded
		Conventional rail / Planned
		High speed rail / Completed
		To be upgraded to high speed rail
		High speed rail / Planned
		Road / Completed
		Road / To be upgraded
		Road / Planned
		Ports, including rail road terminals
		RRT (Rail road terminals)
		Airports

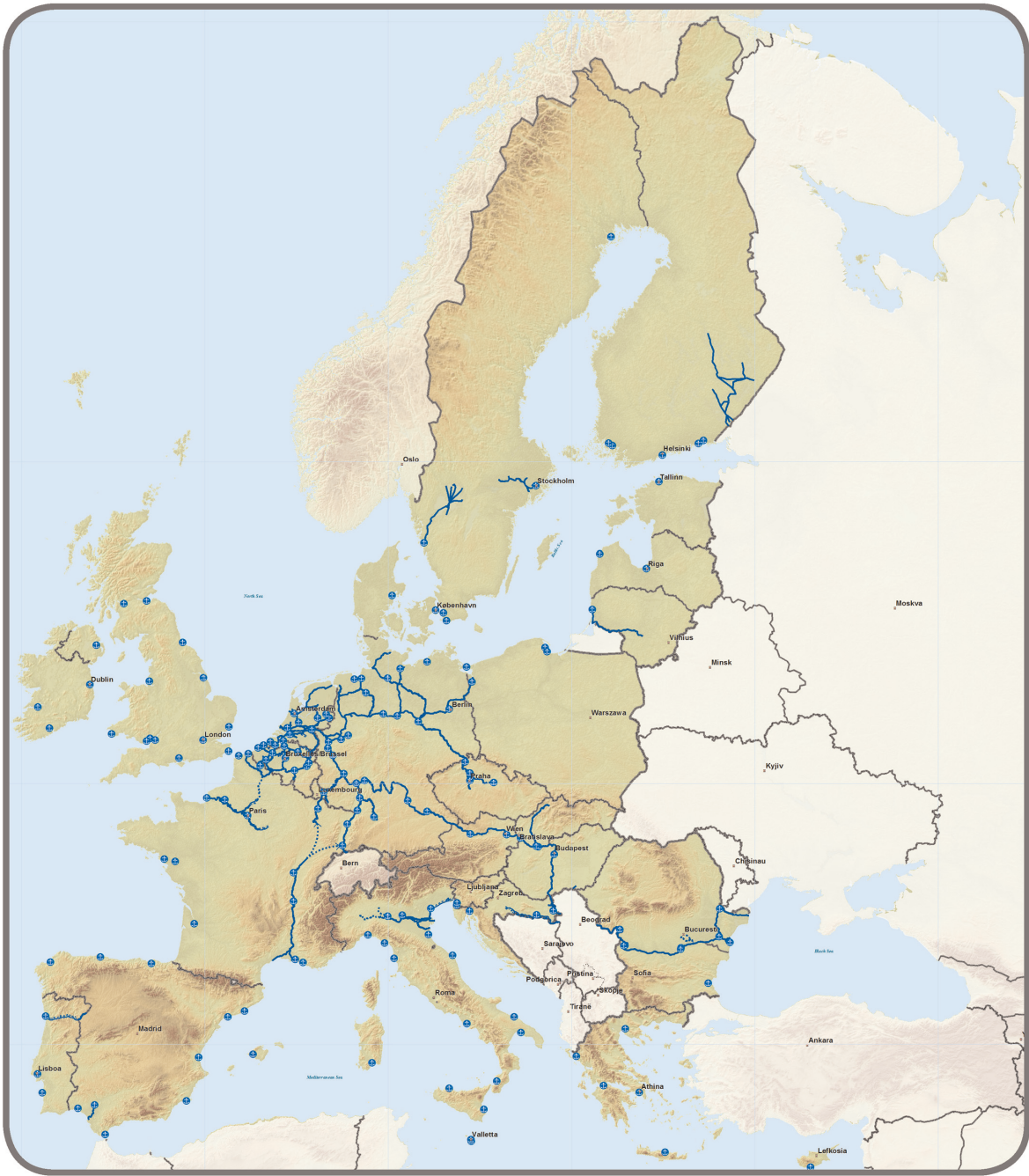


Map Finder Chart for EU Member States





0.1. Core Network:
Inland waterways and ports
EU Member States

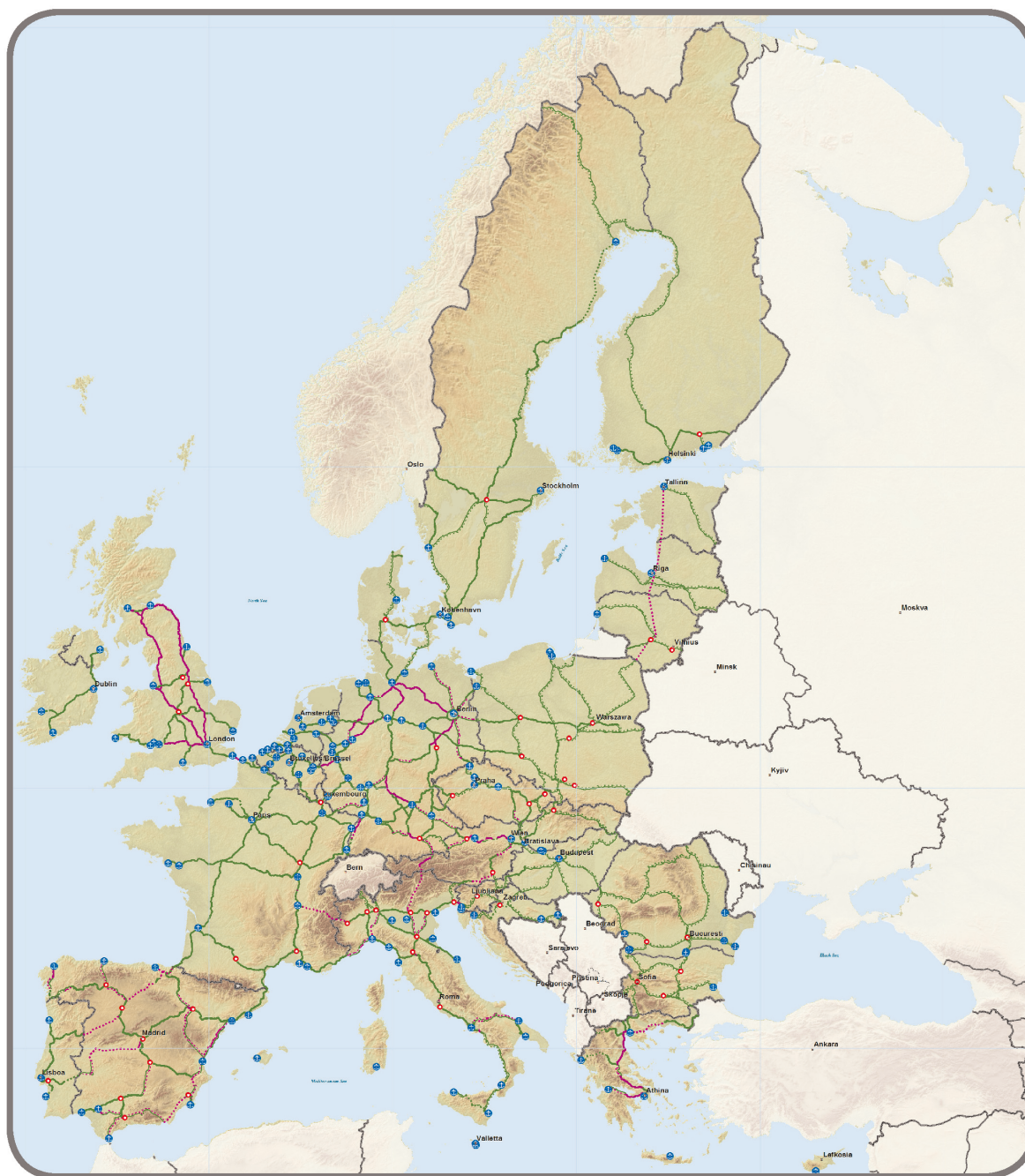


Core		Comprehensive		Core		Ports
	Inland Waterways / Completed					
	Inland Waterways / To be upgraded					
	Inland Waterways / Planned					



0.2. Core Network:
Railways (freight), ports and rail road terminals (RRT)
EU Member States

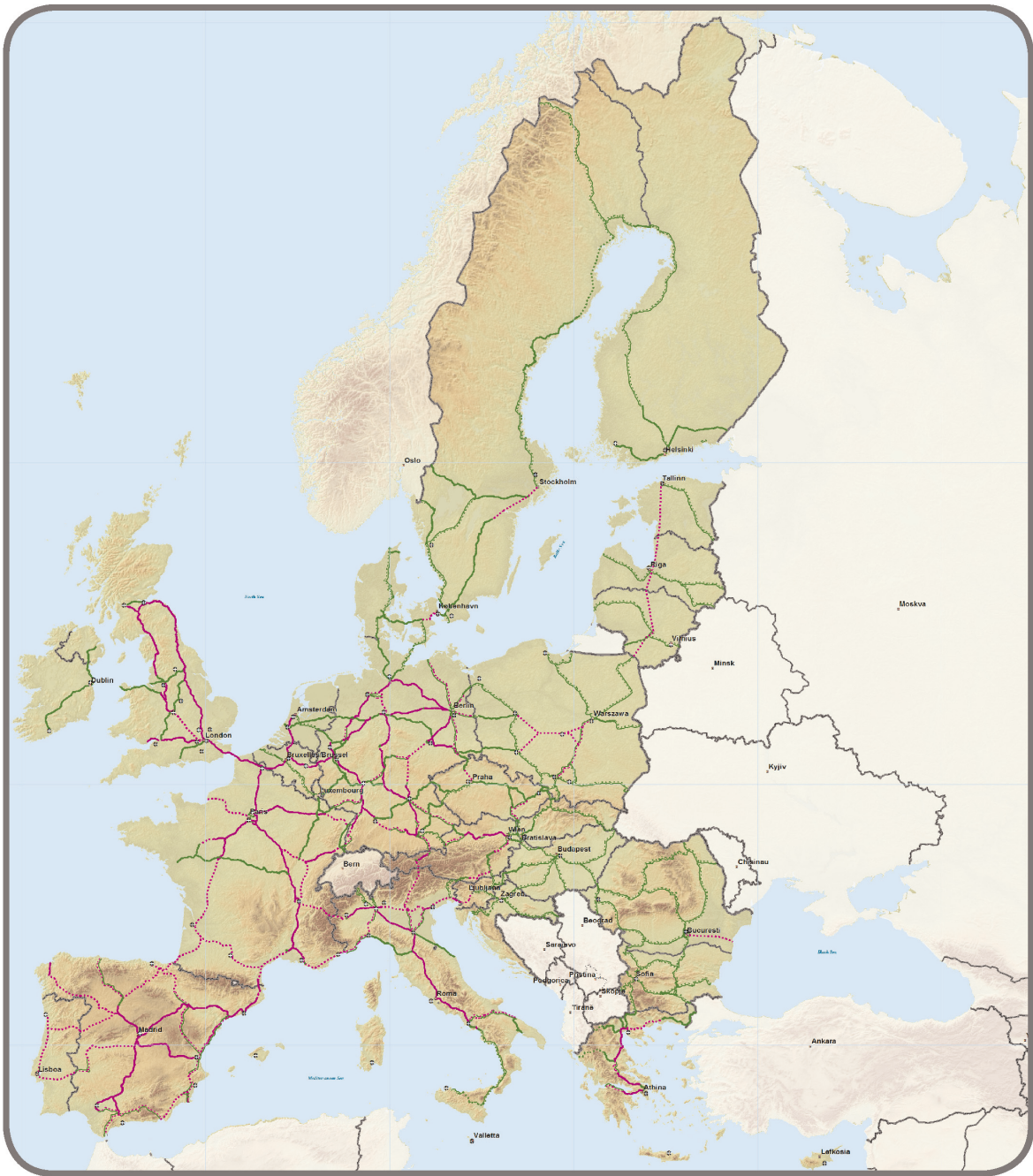
EU



Core		Core		Core	
	Conventional rail / Completed		High speed rail / Completed		Ports
	Conventional rail / To be upgraded		To be upgraded to high speed rail		RRT
	Conventional rail / Planned		High speed rail / Planned		



0.3. Core Network:
Railways (passengers) and airports
EU Member States



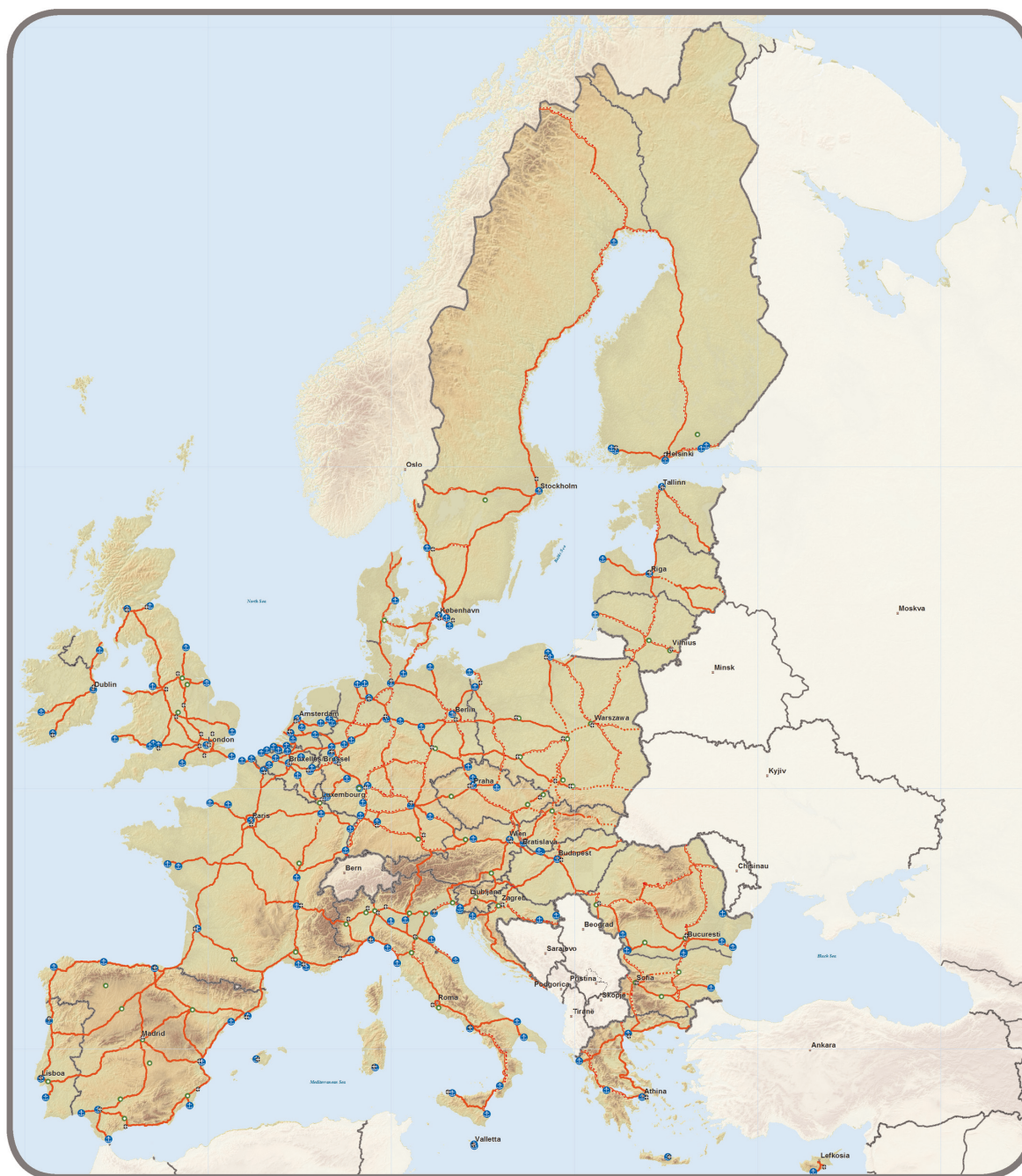
Core		Core		Core	
	Conventional rail / Completed		High speed rail / Completed		Airports
	Conventional rail / To be upgraded		To be upgraded to high speed rail		
	Conventional rail / Planned		High speed rail / Planned		



0.4. Core Network: Roads, ports, rail road terminals (RRT) and airports

EU Member States

EU



Core	Core	Core
Road / Completed	Ports	Airports
Road / To be upgraded	RRT	
Road / Planned		



1.1. Comprehensive & Core Networks:
Inland waterways and ports

BE BG CZ **DK** **DE** **EE** IE EL ES FR HR IT CY **LV** **LT** LU HU MT NL AT PL PT RO SI SK **FI** **SE** UK

1



Core		Comprehensive		Core	
	Inland Waterways / Completed				Ports
	Inland Waterways / To be upgraded				
	Inland Waterways / Planned				



1.2. Comprehensive Network: Railways, ports and rail road terminals (RRT)
Core Network: Railways (freight), ports and rail road terminals (RRT)

BE BG CZ **DK** DE **EE** IE EL ES FR HR IT CY **LV** **LT** LU HU MT NL AT PL PT RO SI SK **FI** SE UK

1



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Ports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			RRT
		Conventional rail / Planned			High speed rail / Planned			



1.3. Comprehensive Network: Railways and airports
Core Network: Railways (passengers) and airports

BE BG CZ **DK** DE **EE** IE EL ES FR HR IT CY **LV** **LT** LU HU MT NL AT PL PT RO SI SK **FI** SE UK

1



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Airports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			
		Conventional rail / Planned			High speed rail / Planned			



1.4. Comprehensive & Core Network:
Roads, ports, rail road terminals and airports

BE BG CZ **DK** DE **EE** IE EL ES FR HR IT CY **LV** **LT** LU HU MT NL AT PL PT RO SI SK **FI** SE UK

1



Comprehensive	Core	Road / Completed	Comprehensive	Core	Ports	Comprehensive	Core	Airports



2.1. Comprehensive & Core Networks: Inland waterways and ports

BE BG CZ DK DE EE **IE** EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE **UK**





2.2. Comprehensive Network: Railways, ports and rail road terminals (RRT)
Core Network: Railways (freight), ports and rail road terminals (RRT)

BE BG CZ DK DE EE **IE** EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE **UK**

2



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Ports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			RRT
		Conventional rail / Planned			High speed rail / Planned			



2.3. Comprehensive Network: Railways and airports
Core Network: Railways (passengers) and airports

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK

2



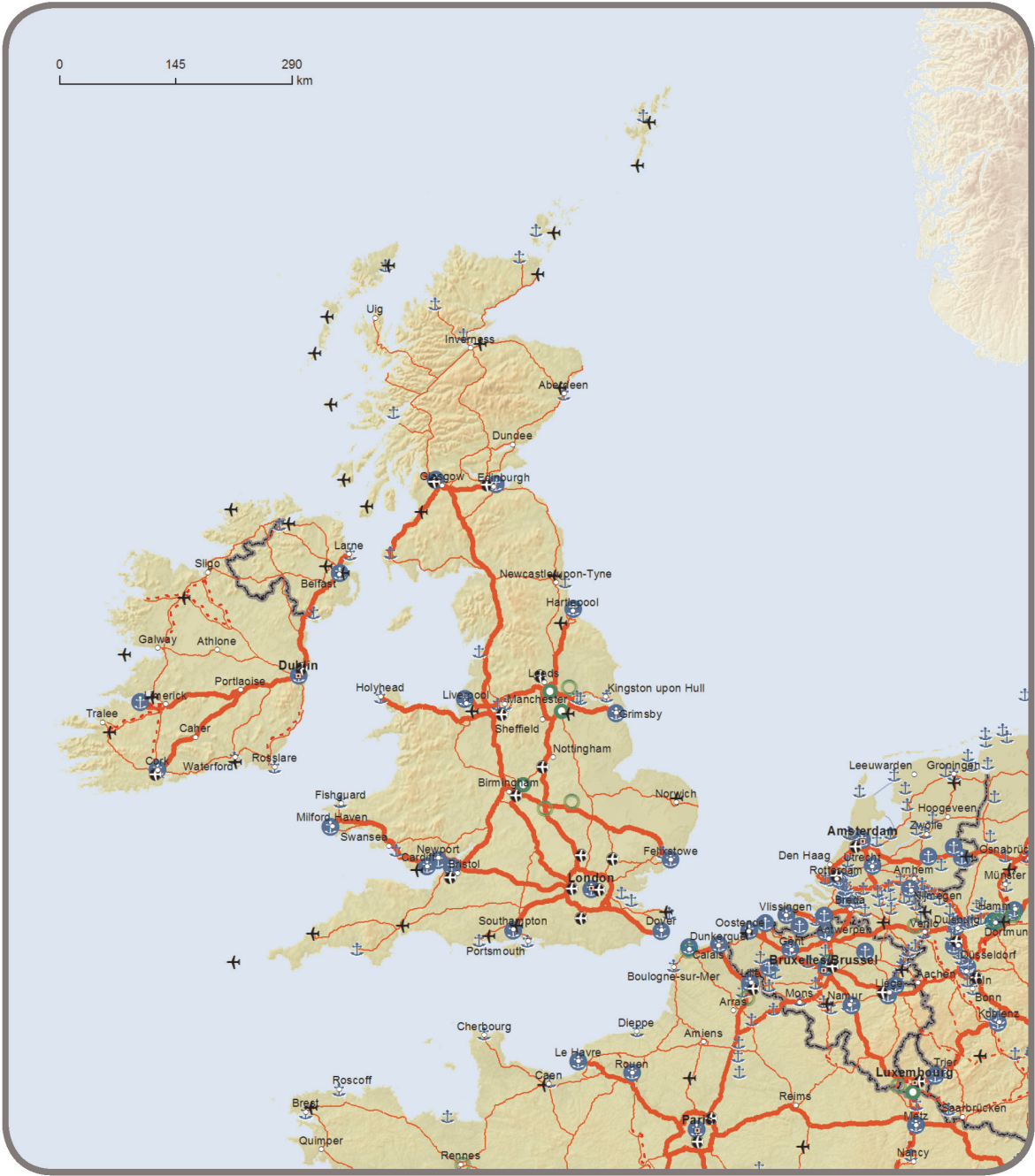
Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Airports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			
		Conventional rail / Planned			High speed rail / Planned			



2.4. Comprehensive & Core Network:
Roads, ports, rail road terminals and airports

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK

2



Roads		Ports		Rail Road Terminals		Airports	
Comprehensive	Core	Comprehensive	Core	Comprehensive	Core	Comprehensive	Core
Road / Completed		Ports		RRT		Airports	
Road / To be upgraded							
Road / Planned							



3.1. Comprehensive & Core Networks: Inland waterways and ports

BE BG CZ DK DE EE IE EL ES **FR** HR IT CY LV LT **LU** HU MT **NL** AT PL PT RO SI SK FI SE UK

3



Core	Comprehensive	Core
 Inland Waterways / Completed	 Comprehensive	 Ports
 Inland Waterways / To be upgraded		
 Inland Waterways / Planned		



3.2. Comprehensive Network: Railways, ports and rail road terminals (RRT)
Core Network: Railways (freight), ports and rail road terminals (RRT)

BE BG CZ DK DE EE IE EL ES **FR** HR IT CY LV LT **LU** HU MT **NL** AT PL PT RO SI SK FI SE UK

3



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Ports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			RRT
		Conventional rail / Planned			High speed rail / Planned			



3.3. Comprehensive Network: Railways and airports

Core Network: Railways (passengers) and airports

BE BG CZ DK DE EE IE EL ES **FR** HR IT CY LV LT **LU** HU MT **NL** AT PL PT RO SI SK FI SE UK

3



Comprehensive	Core	Conventional rail / Completed	Comprehensive	Core	High speed rail / Completed	Comprehensive	Core	Airports



3.4. Comprehensive & Core Network:
Roads, ports, rail road terminals and airports

BE BG CZ DK DE EE IE EL ES **FR** HR IT CY LV LT **LU** HU MT **NL** AT PL PT RO SI SK FI SE UK



Comprehensive	Core	Road / Completed	Comprehensive	Core	Ports	Comprehensive	Core	Airports



4.1. Comprehensive & Core Networks: Inland waterways and ports

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT **LU** HU MT **NL** AT PL PT RO SI SK FI SE UK

4

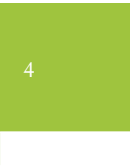


Core		Comprehensive	Core
	Inland Waterways / Completed		
	Inland Waterways / To be upgraded		Ports
	Inland Waterways / Planned		



4.2. Comprehensive Network: Railways, ports and rail road terminals (RRT)
Core Network: Railways (freight), ports and rail road terminals (RRT)

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Ports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			RRT
		Conventional rail / Planned			High speed rail / Planned			



4.3. Comprehensive Network: Railways and airports Core Network: Railways (passengers) and airports

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK

4



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Airports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			
		Conventional rail / Planned			High speed rail / Planned			



4.4. Comprehensive & Core Network: Roads, ports, rail road terminals and airports

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK

4



Comprehensive	Core	Road / Completed	Comprehensive	Core	Ports	Comprehensive	Core	Airports
		Road / Planned			RRT			



5.1. Comprehensive & Core Networks: Inland waterways and ports

BE BG **CZ** DK **DE** EE IE EL ES FR HR IT CY LV LT LU HU MT NL **AT** PL PT RO **SI** SK FI SE UK

5



Core	Comprehensive	Core
Inland Waterways / Completed	Comprehensive	Ports
Inland Waterways / To be upgraded		
Inland Waterways / Planned		



5.2. Comprehensive Network: Railways, ports and rail road terminals (RRT)
Core Network: Railways (freight), ports and rail road terminals (RRT)

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK

5



Comprehensive	Core	Conventional rail / Completed	Comprehensive	Core	High speed rail / Completed	Comprehensive	Core	Ports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			RRT
		Conventional rail / Planned			High speed rail / Planned			



5.3. Comprehensive Network: Railways and airports

Core Network: Railways (passengers) and airports

BE BG **CZ** DK **DE** EE IE EL ES FR HR IT CY LV LT LU HU MT NL **AT** PL PT RO **SI** SK FI SE UK

5



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			Conventional rail / To be upgraded			High speed rail / Completed
		Conventional rail / Planned			High speed rail / Planned			Airports



5.4. Comprehensive & Core Network:
Roads, ports, rail road terminals and airports

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK



Comprehensive	Core	Road / Completed	Comprehensive	Core	Ports	Comprehensive	Core	Airports



6.1. Comprehensive & Core Networks: Inland waterways and ports

BE BG **CZ** DK DE EE IE EL ES FR HR IT CY LV LT LU **HU** MT NL AT **PL** PT RO SI **SK** FI SE UK

6



Core	Comprehensive	Core
 Inland Waterways / Completed		 Ports
 Inland Waterways / To be upgraded		
 Inland Waterways / Planned		



6.2. Comprehensive Network: Railways, ports and rail road terminals (RRT)
Core Network: Railways (freight), ports and rail road terminals (RRT)

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK

6



Comprehensive	Core	Conventional rail / Completed	Comprehensive	Core	High speed rail / Completed	Comprehensive	Core	Ports
		Conventional rail / Completed			High speed rail / Completed			Ports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			RRT
		Conventional rail / Planned			High speed rail / Planned			



6.3. Comprehensive Network: Railways and airports
Core Network: Railways (passengers) and airports

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK

6

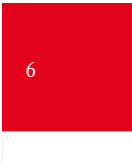


Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Airports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			
		Conventional rail / Planned			High speed rail / Planned			



6.4. Comprehensive & Core Network:
Roads, ports, rail road terminals and airports

BE BG **CZ** DK DE EE IE EL ES FR HR IT CY LV LT LU **HU** MT NL AT **PL** PT RO SI **SK** FI SE UK



Comprehensive	Core	Road / Completed	Comprehensive	Core	Ports	Comprehensive	Core	Airports



7.1. Comprehensive & Core Networks:
Inland waterways and ports

BE BG CZ DK DE EE IE EL **ES** FR HR IT CY LV LT LU HU MT NL AT PL **PT** RO SI SK FI SE UK

7

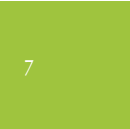


Core		Comprehensive	Core
	Inland Waterways / Completed		Ports
	Inland Waterways / To be upgraded		
	Inland Waterways / Planned		



7.2. Comprehensive Network: Railways, ports and rail road terminals (RRT)
Core Network: Railways (freight), ports and rail road terminals (RRT)

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			Conventional rail / To be upgraded			Ports
		Conventional rail / Planned			High speed rail / Completed			RRT
					High speed rail / Planned			



7.3. Comprehensive Network: Railways and airports
Core Network: Railways (passengers) and airports

BE BG CZ DK DE EE IE EL **ES** FR HR IT CY LV LT LU HU MT NL AT PL **PT** RO SI SK FI SE UK

7



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Airports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			
		Conventional rail / Planned			High speed rail / Planned			



8.1. Comprehensive & Core Networks:
Inland waterways and ports

8

BE BG CZ DK DE EE IE EL ES FR **HR IT** CY LV LT LU HU **MT** NL AT PL PT RO SI SK FI SE UK



Core		Comprehensive	Core
	Inland Waterways / Completed		Ports
	Inland Waterways / To be upgraded		
	Inland Waterways / Planned		



8.2. Comprehensive Network: Railways, ports and rail road terminals (RRT)
Core Network: Railways (freight), ports and rail road terminals (RRT)

BE BG CZ DK DE EE IE EL ES FR **HR IT** CY LV LT LU HU **MT** NL AT PL PT RO SI SK FI SE UK

8



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Ports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			RRT
		Conventional rail / Planned			High speed rail / Planned			



8.3. Core Network: Railways (freight), ports and rail road terminals (RRT)
Core Network: Railways (passengers) and airports

8

BE BG CZ DK DE EE IE EL ES FR **HR IT** CY LV LT LU HU **MT** NL AT PL PT RO SI SK FI SE UK



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Airports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			
		Conventional rail / Planned			High speed rail / Planned			



8.4. Comprehensive & Core Network:
Roads, ports, rail road terminals and airports

BE BG CZ DK DE EE IE EL ES FR **HR IT** CY LV LT LU HU **MT** NL AT PL PT RO SI SK FI SE UK



Comprehensive	Core	Road / Completed	Comprehensive	Core	Ports	Comprehensive	Core	Airports
		Road / To be upgraded						
		Road / Planned						



9.2. Comprehensive Network: Railways, ports and rail road terminals (RRT)
Core Network: Railways (freight), ports and rail road terminals (RRT)

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Ports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			RRT
		Conventional rail / Planned			High speed rail / Planned			



9.3. Comprehensive Network: Railways and airports
Core Network: Railways (passengers) and airports

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK

9



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			
		Conventional rail / To be upgraded			To be upgraded to high speed rail			
		Conventional rail / Planned			High speed rail / Planned			



9.4. Comprehensive & Core Network:
Roads, ports, rail road terminals and airports

BE **BG** CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT **RO** SI SK FI SE UK

9



Comprehensive		Core		Comprehensive		Core		Comprehensive		Core	
		Road / Completed				Ports				Airports	
		Road / To be upgraded				RRT					
		Road / Planned									



10.1. Comprehensive & Core Networks: Inland waterways and ports

10

BE BG CZ DK DE EE IE **EL** ES FR HR IT **CY** LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK

Core	Comprehensive	Core
 Inland Waterways / Completed		 Ports
 Inland Waterways / To be upgraded		
 Inland Waterways / Planned		



10.2. Comprehensive Network: Railways, ports and rail road terminals (RRT)
Core Network: Railways (freight), ports and rail road terminals (RRT)

BE BG CZ DK DE EE IE **EL** ES FR HR IT **CY** LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK



Comprehensive	Core	Comprehensive	Core	Comprehensive	Core	Ports
Conventional rail / Completed	Conventional rail / Completed	High speed rail / Completed	High speed rail / Completed	To be upgraded to high speed rail	To be upgraded to high speed rail	RRT
Conventional rail / To be upgraded	Conventional rail / To be upgraded	High speed rail / Planned	High speed rail / Planned			
Conventional rail / Planned	Conventional rail / Planned					



10.3. Comprehensive Network: Railways and airports
Core Network: Railways (passengers) and airports

10

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Airports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			
		Conventional rail / Planned			High speed rail / Planned			



10.4. Comprehensive & Core Network:
Roads, ports, rail road terminals and airports

10

BE BG CZ DK DE EE IE **EL** ES FR HR IT **CY** LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Road / Completed			Ports			Airports
		Road / To be upgraded			RRT			
		Road / Planned						

ANNEX II

LIST OF NODES OF THE CORE AND COMPREHENSIVE NETWORKS

1. Urban nodes of the core network:

BELGIUM

Antwerpen

Bruxelles/Brussel

BULGARIA

Sofia

CZECH REPUBLIC

Ostrava

Praha

DENMARK

Aarhus

København

GERMANY

Berlin

Bielefeld

Bremen

Düsseldorf

Frankfurt am Main

Hamburg

Hannover

Köln

Leipzig

Mannheim

München

Nürnberg

Stuttgart

ESTONIA

Tallinn

IRELAND

Baile Átha Cliath/Dublin

Corcaigh/Cork

GREECE

Athína

Heraklion

Thessaloniki

SPAIN

Barcelona

Bilbao

Las Palmas de Gran Canaria/Santa Cruz de Tenerife

Madrid

Palma de Mallorca

Sevilla

Valencia

FRANCE

Bordeaux

Lille

Lyon

Marseille

Nice

Paris

Strasbourg

Toulouse

CROATIA

Zagreb

ITALY

Bologna

Cagliari

Genova

Milano

Napoli

Palermo

Roma

Torino

Venezia

CYPRUS

Lefkosía

LATVIA

Rīga

LITHUANIA

Vilnius

LUXEMBOURG

Luxembourg

HUNGARY

Budapest

MALTA

Valletta

NETHERLANDS

Amsterdam

Rotterdam

AUSTRIA

Wien

POLAND

Gdańsk

Katowice

Kraków

Łódź

Poznań

Szczecin

Warszawa

Wrocław

PORTUGAL

Lisboa

Porto

ROMANIA

Bucureşti

Timișoara

SLOVENIA

Ljubljana

SLOVAKIA

Bratislava

FINLAND

Helsinki

Turku

SWEDEN

Göteborg

Malmö

Stockholm

UNITED KINGDOM

Birmingham

Bristol

Edinburgh

Glasgow

Leeds

London

Manchester

Portsmouth

Sheffield

2. Airports, maritime ports, inland ports and rail-road terminals of the core and comprehensive network

Airports marked with * are the main airports falling under the obligation of Article 41(3)

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
BE	Aalst			Compr.	
	Albertkanaal			Core	
	Antwerpen		Core	Core	Core
	Athus				Compr.
	Avelgem			Compr.	
	Bruxelles/Brussel	Core (National/Nationaal)*		Core	
	Charleroi	Compr.		Compr. (Can.Charleroi -Bruxelles), Compr. (Sambre)	
	Clabecq			Compr.	
	Gent		Core	Core	
	Grimbergen				Compr.
	Kortrijk			Core (Bossuit)	
	Liège	Core		Core (Can.Albert) Core (Meuse)	
	Mons			Compr. (Centre/Borinage)	
	Namur			Core (Meuse), Compr. (Sambre)	
	Oostende, Zeebrugge	Compr. (Oostende)	Core (Oostende) Core (Zeebrugge)		
	Roeselare			Compr.	
	Tournai			Compr. (Escaut)	
	Willebroek			Compr.	

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
BG	Burgas	Compr.	Core		
	Dragoman				Compr.
	Gorna Orjahovitsa	Compr.			Core
	Lom			Compr.	
	Orjahovo			Compr.	
	Plovdiv	Compr.			Core
	Ruse			Core	Core
	Silistra			Compr.	
	Sofia	Core			Core
	Svilengrad				Compr.
	Svishtov			Compr.	
	Varna	Compr.	Compr.		
	Vidin			Core	
CZ	Brno	Compr.			Compr.
	Děčín			Core	Core
	Lovosice			Compr.	Compr.
	Mělník			Core	Core
	Ostrava	Core			Core
	Pardubice			Core	Core
	Plzeň				Core
	Praha	Core (Václav Havel)*		Core (Praha Holešovice) Compr. (Libeň) Compr. (Radotín) Compr. (Smíchov)	Core (Praha Uhřetěves)
	Přerov				Core

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Ústí nad Labem			Compr.	Compr.
DK	Aalborg	Compr.	Compr.		
	Aarhus		Core		Core
	Billund	Compr.			
	Branden		Compr.		
	Ebeltoft		Compr.		
	Esbjerg		Compr.		
	Fredericia		Compr.		
	Frederikshavn		Compr.		
	Fur		Compr.		
	Gedser		Compr.		
	Helsingør		Compr.		
	Hirtshals		Compr.		
	Høje-Taastrup				Compr.
	Kalundborg		Compr.		
	København	Core (Kastrup)*	Core		Core
	Køge		Compr.		Compr.
	Nordby (Fanø)		Compr.		
	Odense		Compr.		
	Padborg				Compr.
	Rødby		Compr.		
	Rønne	Compr.	Compr.		
	Sjællands Odde Ferry Port		Compr.		

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Spodsbjerg		Compr.		
	Tårns (Nakskov)		Compr.		
	Taulov				Core
	Vejle		Compr.		
DE	Andernach			Compr.	Compr.
	Aschaffenburg			Compr.	Compr.
	Bendorf			Compr.	
	Bensersiel		Compr.		
	Bergkamen			Compr.	
	Berlin	Core (Berlin-Brandenburg Intl.)*		Core	Core (Großbeeren)
	Bonn			Compr.	
	Bottrop			Compr.	
	Brake		Compr.	Compr.	
	Brandenburg			Compr.	
	Braunschweig			Core	Core
	Breisach			Compr.	
	Bremen, Bremerhaven	Core (Bremen)	Core (Bremen) Core (Bremerhaven)	Core (Bremen) Core (Bremerhaven)	Core (Bremen)
	Brunsbüttel		Compr.	Compr.	
	Bülstringen			Compr.	
	Cuxhaven		Compr.		Compr.
	Dormagen			Compr.	
	Dörpen			Compr.	Compr.
	Dortmund	Compr.		Core	Core

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Dresden	Compr.			Compr.
	Duisburg			Core Compr. (Homburg)	Core
	Düsseldorf	Core*		Core (Neuss)	
	Emden		Compr.	Compr.	
	Emmelsum/Wesel			Compr.	
	Emmerich			Compr.	Compr.
	Erfurt	Compr.			
	Essen			Compr.	
	Estorf			Compr.	
	Flörsheim			Compr.	
	Frankfurt am Main	Core*		Core	Core
	Gelsenkirchen			Compr.	
	Germersheim			Compr.	Compr.
	Gernsheim			Compr.	
	Großkrotzenburg			Compr.	
	Hahn	Compr.			
	Haldensleben			Compr.	Compr.
	Haltern am See			Compr.	
	Hamburg	Core*	Core	Core	Core
	Hamm			Core	Compr. (Bönen)
	Hanau			Compr.	
	Hannover	Core		Core	Core
	Heilbronn			Compr.	

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Helgoland		Compr.		
	Heringsdorf	Compr.			
	Herne			Compr.	Compr. (Herne-Wanne)
	Hof, Plauen	Compr.			
	Honau			Compr.	
	Ibbenbüren			Compr.	
	Karlsruhe	Compr. (Karlsruhe Baden-Baden)		Core	Core
	Kassel				Compr
	Kehl			Compr.	
	Kelheim			Compr.	
	Kelsterbach			Compr.	
	Kiel		Compr.		
	Koblenz			Core	Core
	Köln	Core (Köln-Bonn)*		Core	Core
	Köln -Neuessen			Compr.	
	Krefeld-Uerdingen			Compr.	
	Langeoog		Compr.		
	Leipzig, Halle	Core			Core (Schkopau)
	Lengfurt-Wetterau			Compr.	
	Leverkusen			Compr.	Compr.
	Lingen			Compr.	
	Lübeck		Core	Core	Core
	Lünen			Compr.	
	Magdeburg			Core	Core
	Mainz			Core	Core

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Mannheim, Ludwigshafen			Core Compr. (Ludwigshafen Mundenheim)	Core
	Marl			Compr.	
	Mehrum			Compr.	
	Memmingen	Compr.			Compr.
	Minden			Compr.	Compr.
	München	Core*			Core (Riem)
	Münster	Compr. (Münster/Osnabrück)		Compr.	
	Norddeich		Compr.		
	Nordenham		Compr.	Compr.	
	Norderney		Compr.		
	Nürnberg	Core		Core	Core
	Oldenburg			Compr.	
	Orsoy			Compr.	
	Osnabrück			Compr.	
	Otterstadt			Compr.	
	Paderborn	Compr. (Paderborn Lippstadt)			
	Plochingen			Compr.	
	Puttgarden		Compr.		
	Rees			Compr.	
	Regensburg			Core	
	Rheinberg			Compr.	
	Rostock	Compr.	Core		Core
	Saarlouis-Dillingen			Compr.	
	Sassnitz		Compr.		

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Schwarzheide				Compr.
	Singen				Compr.
	Speyer			Compr.	
	Spyck			Compr.	
	Stade-Bützfleth/Brunshausen		Compr.	Compr.	Compr.
	Stollhofen			Compr.	
	Stolzenau			Compr.	
	Straubing-Sand			Compr.	
	Stürzelberg			Compr.	
	Stuttgart	Core*		Core	Core (Kornwestheim)
	Trier			Compr.	
	Ulm				Compr. (Dornstadt)
	Vahldorf			Compr.	
	Weeze	Compr.			
	Wesel			Compr.	
	Wesseling			Compr.	
	Westerland-Sylt	Compr.			
	Wiesbaden			Compr.	
	Wilhelmshaven		Core		
	Wismar		Compr.		
	Worms			Compr.	Compr.
	Wörth am Rhein			Compr.	Compr.
EE	Heltermaa		Compr.		
	Kärdla	Compr.			
	Koidula				Compr.

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
MS	Kuivastu		Compr.		
	Kuressaare	Compr.			
	Pärnu	Compr.	Compr.		
	Paldiski South Harbor		Compr.		
	Rohuküla		Compr.		
	Sillamäe		Compr.		
	Tallinn	Core	Core (Old City Harbour, Muuga Harbour, Paljassaare Harbour)		
	Tartu	Compr.			
	Virtsu		Compr.		
IE	Carraig Fhiáin/Carrickfin	Compr. (Dún na nGall/Donegal)			
	Corcaigh/Cork	Core	Core		
	Baile Átha Cliath/Dublin	Core*	Core (G.D.A. port cluster)		
	Inis Mór/Inishmore	Compr.			
	Ciarraí/Kerry - An Fearann Fuar/Farranfore	Compr.			
	An Cnoc/Knock	Compr. (Cúige Chonnacht/Con-naught)			
	Luimneach/Limerick	Compr. (Sionainn/Shannon)	Core (Sionainn-Faing/Shannon-Foyes)		
	Ros Láir/Rosslare		Compr. (Europort)		
	Port Láirge/Waterford	Compr.	Compr.		
EL	Alexandroupolis	Compr.			Compr.
	Araxos	Compr.			
	Astipalaia	Compr.			
	Athína	Core*	Core (Piraeus)		Core (Piraeus/Thriasso Pedio)

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Chalkida		Compr.		
	Chania	Compr.	Compr. (Souda)		
	Chios	Compr.	Compr.		
	Elefsina		Compr.		
	Heraklion	Core	Core		
	Igoumenitsa		Core		
	Ikaria	Compr.			
	Ioannina	Compr.			
	Kalamata	Compr.	Compr.		
	Kalymnos	Compr.			
	Karpathos	Compr.			
	Kassos	Compr.			
	Kastelorizo	Compr.			
	Kastoria	Compr.			
	Katakolo		Compr.		
	Kavala	Compr.	Compr.		
	Kefalonia	Compr.			
	Kerkyra	Compr.	Compr.		
	Kithira	Compr.			
	Kos	Compr.			
	Kozani				Compr.
	Kyllini		Compr.		
	Lamia				Compr.
	Lavrio (Sounio)		Compr.		
	Leros	Compr.			

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
MS	Limnos	Compr.			
	Milos	Compr.			
	Mykonos	Compr.	Compr.		
	Mytilini	Compr.	Compr.		
	Naxos	Compr.	Compr.		
	Nea Anchialos	Compr.			
	Paros	Compr.	Compr.		
	Patras		Core		Core
	Preveza	Compr.			
	Rafina		Compr.		
	Rodos	Compr.	Compr.		
	Samos	Compr.			
	Santorini	Compr.	Compr.		
	Sitia	Compr.			
	Skiathos	Compr.	Compr.		
	Skiros	Compr.			
	Syros	Compr.	Compr.		
	Thessaloniki	Core (Makedonia)	Core		Core
	Volos		Compr.		
	Zakinthos	Compr.			
ES	A Coruña	Compr.	Core		
	Alcázar de San Juan				Core
	Algeciras		Core (Bahía de Algeciras)		
	Alicante	Core	Compr.		
	Almería	Compr.	Compr.		

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Antequera (Bobadilla)				Core
	Arrecife	Compr. (Lanzarote)	Compr.		
	Arrubal (Logroño)				Compr.
	Avilés	Compr. (Asturias)	Compr.		
	Badajoz	Compr.			Compr.
	Barcelona	Core*	Core		Core
	Bilbao	Core	Core		Core
	Burgos	Compr.			
	Cádiz		Compr. (Bahía de Cádiz)		
	Cala Sabina (Formentera)		Compr.		
	Carboneras		Compr.		
	Cartagena		Core		
	Castellón		Compr.		
	Ceuta		Compr.		
	Córdoba				Core
	El Hierro	Compr.	Compr. (La Estaca)		
	El Penedés (El Vendrell)				Compr.
	Ferrol		Compr.		
	Figueras				Compr. (El Far d'Emporda)
	Fuerteventura	Compr.	Compr. (Puerto Rosario)		
	Gijón		Core		
	Girona	Compr.			
	Granada	Compr.			
	Huelva		Core		
	Huesca				Compr. (PLHUS)

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Ibiza	Compr.	Compr. (Eivissa)		
	Jerez	Compr.			
	La Palma	Compr.	Compr (Santa Cruz de La Palma)		
	Las Palmas	Core	Core		
	León	Compr.			Core
	Linares				Compr.
	Madrid	Core (Barajas)*			Core (Norte y Sur)
	Mahón (Menorca)	Compr.	Compr.		
	Málaga	Core	Compr.		
	Melilla	Compr.	Compr.		
	Monforte de Lemos (Ourense)				Compr.
	Motril		Compr.		
	Murcia	Compr. (San Javier)			Core (ZAL)
	Palma de Mallorca	Core*	Core		
	Pamplona	Compr.			Compr. (Noain)
	Pasajes		Compr.		
	Reus	Compr.			
	Sagunto		Compr.		
	Salamanca	Compr.			Compr.
	San Cibrao		Compr.		
	San Sebastián	Compr.			Compr. (Lezo)
	San Sebastián de la Gomera	Compr.	Compr.		
	Santander	Compr.	Compr.		Compr. (Torrelavega)
	Santiago de Compostela	Compr.			
	Sevilla	Core	Core	Core	

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
MS	Tarragona		Core		
	Tenerife	Compr. (Norte: Los Rodeos) Core (Sur: Reina Sofía)	Core (Santa Cruz)		
	Toledo				Compr.
	Tudela				Compr.
	Valencia	Core	Core		
	Valladolid	Compr.			Core
	Vigo	Compr.	Compr.		
	Vitoria	Compr.			
	Zaragoza	Compr.			Core
FR	Aiton-Bourgneuf				Compr.
	Ajaccio	Compr.	Compr.		
	Avignon				Core
	Bastia	Compr.	Compr.		
	Bayonne		Compr.		
	Beauvais	Compr.			
	Biarritz	Compr.			
	Bordeaux	Core (Merignac)	Core		Core
	Boulogne		Compr.		
	Brest	Compr.	Compr.		
	Caen	Compr.	Compr.		
	Calais		Core		Core (Eurotunnel)
	Cayenne	Compr.	Compr.		
	Chalon-sur-Saône			Core	

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Chalons-sur-Marne	Compr. (Paris-Vatry)			
	Cherbourg		Compr.		
	Clermont-Ferrand	Compr.			Compr.
	Dieppe		Compr.		
	Dijon				Core
	Dunkerque		Core	Core	Core
	Fort de France	Compr.	Compr.		
	Guadeloupe		Compr.		
	La Rochelle	Compr.	Compr.		
	Le Boulou				Compr.
	Le Havre		Core	Core	Core
	Lille	Core (Lesquin)		Core	Core (Dourges)
	Limoges	Compr.			
	Lorient		Compr.		
	Lyon	Core (St.Exupéry)*		Core	Core
	Marquion (Cambrai)			Compr.	
	Marseille	Core (Provence)	Core (Marseille) Core (Fos-sur-Mer)	Core (Fos-sur-Mer)	Core (Miramas)
	Mayotte	Compr.			
	Metz			Core	
	Montpellier	Compr.			
	Mulhouse	Compr. (Mulhouse-Bale)		Core (Ottmarsheim)	
	Nancy			Compr.	
	Nantes Saint-Nazaire	Compr. (Nantes Atlantique)	Core		

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Nesle			Compr.	
	Nice	Core (Côte d'Azur)*	Compr.		
	Nogent-sur-Seine			Compr.	
	Noyon			Compr.	
	Orléans				Compr.
	Paris	Core (Charles de Gaulle)* Core (Orly)*		Core	Core
	Perpignan				Compr.
	Point-à-Pitre	Compr.			
	Péronne			Compr.	
	Port Réunion		Compr.		
	Rennes				Compr.
	Roscoff		Compr.		
	Rouen		Core	Core	
	Sète		Compr.	Compr.	
	Saint-Denis-Gillot	Compr.			
	Saint-Malo		Compr.		
	Strasbourg	Compr. (Strasbourg Entzheim)		Core	Core
	Thionville			Compr.	
	Toulon		Compr.		
	Toulouse	Core (Blagnac)			Core
	Valenciennes			Compr.	
	Villefranche-sur-Saône			Compr.	

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
HR	Dubrovnik	Compr.	Compr.		
	Osijek	Compr.		Compr.	
	Ploče		Compr.		
	Pula	Compr.	Compr.		
	Rijeka	Compr.	Core		
	Šibenik		Compr.		
	Sisak			Compr.	
	Slavonski Brod			Core	
	Split	Compr.	Compr.		
	Vukovar			Core	
	Zadar	Compr.	Compr.		
	Zagreb	Core			Core
IT	Alghero	Compr.			
	Ancona	Compr.	Core		Core (Iesi)
	Augusta		Core		
	Bari	Compr.	Core		Core
	Bologna	Core			Core
	Bolzano	Compr.			
	Brescia	Compr.			Compr.
	Brindisi	Compr.	Compr.		
	Cagliari	Core	Core (Porto Foxi, Cagliari)		
	Carloforte		Compr.		
	Catania	Compr. (Fontanarossa, Comiso emergency runway)			Compr.

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Cervignano				Core
	Chioggia		Compr.	Compr.	
	Civitavecchia		Compr.		
	Cremona			Core	
	Firenze	Compr.			Core (Prato)
	Foggia	Compr.			
	Forlì	Compr.			
	Fiumicino		Compr.		
	Gaeta		Compr.		
	Gallarate				Compr.
	Gela		Compr.		
	Genova	Core	Core		Core (Vado)
	Gioia Tauro		Core		
	Golfo Aranci		Compr.		
	La Maddalena		Compr.		
	La Spezia		Core		
	Lamezia Terme	Compr.			
	Lampedusa	Compr.			
	Livorno		Core		Core (Guasticce Collesalveti)
	Mantova			Core	Compr.
	Marina di Carrara		Compr.		
	Messina		Compr.		
	Milano	Core (Linate)* Core (Malpensa)* Core (Bergamo Orio al Serio)		Compr.	Core (Milano Smistamento)

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Milazzo		Compr.		
	Monfalcone		Compr.	Compr.	
	Mortara				Compr.
	Napoli	Core (Capodichino)	Core		Core (Nola) Core (Marcianise-Maddaloni)
	Novara				Core
	Olbia	Compr.	Compr.		
	Orte				Compr.
	Padova				Core
	Palau		Compr.		
	Palermo	Core	Core (Palermo, Termini Imerese terminal)		
	Pantelleria	Compr.			
	Parma				Compr. (Bianconese di Fontevivo)
	Pescara	Compr.			Compr. (Manoppello)
	Piacenza				Compr.
	Piombino		Compr.		
	Pisa	Compr.			
	Porto Levante		Compr.	Compr.	
	Porto Nogaro			Compr.	
	Porto Torres		Compr.		
	Portoferraio		Compr.		
	Portovesme		Compr.		
	Ravenna		Core	Core	

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
MS	Reggio Calabria	Compr.	Compr.		
	Rivalta Scrivia				Compr.
	Roma	Core (Fiumicino)* Compr. (Ciampino)			Core (Pomezia)
	Rovigo			Compr.	Compr.
	Salerno		Compr.		
	Savona - Vado		Compr.		
	Siracusa		Compr.		
	Taranto		Core		
	Torino	Core			Core (Orbassano)
	Trapani	Compr.	Compr.		
	Trento				Compr.
	Treviso	Compr.			
	Trieste	Compr.	Core	Core	
	Venezia	Core	Core	Core	
	Verona	Compr.			Core
CY	Larnaka	Core	Compr.		
	Lefkosia				
	Lemesos		Core		
	Pafos	Compr.			
LV	Daugavpils	Compr.			
	Liepāja	Compr.	Compr.		
	Rīga	Core (International)*	Core		
	Ventspils	Compr.	Core		

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
LT	Kaunas	Compr.			Core
	Klaipėda		Core		Core
	Palanga	Compr.			
	Vilnius	Core			Core
LU	Luxembourg	Core		Core (Mertert)	Core (Bettembourg)
HU	Baja			Compr.	
	Budapest	Core (Liszt Ferenc)*		Core (Csepel)	Core (Soroksár)
	Debrecen	Compr.			
	Dunaújváros			Compr.	
	Győr			Compr. (Győr-Gönyű)	
	Komárom			Core	
	Miskolc				Compr.
	Mohács			Compr.	
	Paks			Compr.	
	Sármellék	Compr.			
	Sopron				Compr.
	Szeged			Compr.	
	Székesfehérvár				Compr.
	Záhony				Compr.
MT	Cirkewwa		Compr.		
	Marsaxlokk		Core		
	Mgarr		Compr.		
	Valletta	Core (Malta - Luqa)	Core		

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
NL	Alblasserdam			Compr.	
	Almelo			Core	
	Almere			Compr.	
	Alphen aan den Rijn			Compr.	
	Amsterdam	Core (Schiphol)*	Core	Core	Core
	Arnhem			Compr.	
	Bergen op Zoom			Core	
	Beverwijk		Compr.		
	Born			Compr.	
	Cuijk			Compr.	
	Delfzijl/Eemshaven		Compr.		
	Den Bosch			Compr.	
	Den Helder		Compr.		
	Deventer			Core	
	Dordrecht		Compr.	Compr.	
	Eemshaven		Compr.	Compr.	
	Eindhoven	Compr.			
	Enschede	Compr.		Compr.	
	Geertruidenberg			Compr.	
	Gennep			Compr.	
	Gorinchem			Compr.	
	Gouda			Compr.	
	Grave			Compr.	
	Groningen	Compr.		Compr.	

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Harlingen		Compr.		
	Hengelo			Core	
	Kampen			Compr.	
	Lelystad			Compr.	
	Lemsterland			Compr.	
	Lochem			Compr.	
	Maasbracht			Compr.	
	Maasdriel			Compr.	
	Maassluis			Compr.	
	Maastricht	Compr. (Maastricht - Aachen)		Compr.	
	Meppel			Compr.	
	Moerdijk		Core	Core	
	Nijmegen			Core	
	Oosterhout			Compr.	
	Oss			Compr.	
	Reimerswaal			Compr.	
	Ridderkerk			Compr.	
	Roermond			Compr.	
	Rotterdam	Core	Core	Core	Core
	Sneek			Compr.	
	Stein			Compr.	
	Terneuzen, Vlissingen		Core (Terneuzen) Core (Vlissingen)	Core (Terneuzen) Core (Vlissingen)	

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
MS	Tiel			Compr.	
	Tilburg			Compr.	
	Utrecht			Core	
	Veghel			Compr.	
	Velsen/IJmuiden		Compr.		
	Venlo			Compr.	Compr. (Trade Port Noord Limburg)
	Vlaardingen		Compr.		
	Wageningen			Compr.	
	Wanssum			Compr.	
	Zaandam			Compr.	
	Zaltbommel			Compr.	
	Zevenaar			Compr.	
	Zuidhorn			Compr.	
	Zwijndrecht			Compr.	
	Zwolle			Compr.	
AT	Graz	Compr.			Core (Werndorf)
	Innsbruck	Compr.			
	Klagenfurt - Villach	Compr. (Klagenfurt)			Compr. (Villach-Fürnitz)
	Krems			Compr.	
	Linz - Wels	Compr. (Linz)		Core (Enns), Compr. (Linz)	Core (Wels)
	Salzburg	Compr.			Compr.

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Wien	Core (Schwechat)*		Core	Core
	Wolfurt				Compr.
	Wörgl				Compr.
PL	Białystok				Compr.
	Braniewo				Compr.
	Bydgoszcz	Compr.			Compr.
	Dorohusk / Okopy				Compr.
	Elk				Compr.
	Gdańsk, Gdynia	Core (Gdańsk)	Core (Gdańsk) Core (Gdynia)		Core
	Katowice	Core (Pyrzowice)			Core (Ślawków) Compr. (Gliwice / Pyrzowice)
	Kraków	Core			Core
	Łódź	Core			Core (Łódź / Stryków)
	Małaszewicze / Terespol				Compr.
	Medyka // Żurawica				Compr.
	Police		Compr.	Compr.	
	Poznań	Core			Core
	Rzepin				Compr.
	Rzeszów	Compr.			
	Szczecin, Świnoujście	Core (Szczecin)	Core (Szczecin) Core (Świnoujście)	Core (Szczecin) Core (Świnoujście)	Core (Szczecin) Core (Świnoujście)
	Warszawa	Core*			Core
	Wrocław	Core			Core

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
PT	Abrantes / Entroncamento				Compr.
	Aveiro		Compr.		
	Bragança	Compr.			
	Caniçal		Compr.		
	Corvo	Compr.			
	Elvas				Compr.
	Faro	Compr.			Compr. (Loulé)
	Flores	Compr.			
	Funchal	Compr.	Compr.		
	Horta	Compr.	Compr.		
	Lajes das Flores		Compr.		
	Lajes (Terceira)	Compr.			
	Lisboa	Core*	Core		
	Pico	Compr.			
	Ponta Delgada	Compr.	Compr.		
	Portimão		Compr.		
	Porto	Core (Sá Carneiro)	Core (Leixões)	Core	
	Poceirão				Core
	Porto Santo	Compr.	Compr.		
	Praia da Vitória		Compr.		
	Santa Maria	Compr.			
	São Jorge	Compr.			
	Setúbal		Compr.		
	Sines		Core		Core (Grândola)
	Vila Real	Compr.			

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
RO	Bacău	Compr.			
	Baia Mare	Compr.			
	Brăila		Compr.	Compr.	
	Braşov				Compr.
	Bucureşti	Core (Henri Coandă)		Compr. (1 Decembrie) Compr. (Glina)	Core
	Calafat			Core	
	Călăraşi			Compr.	
	Cernavodă			Core	
	Cluj-Napoca	Compr.			Compr.
	Constanţa	Compr.	Core	Core	
	Craiova	Compr.			Core
	Drobeta Turnu Severin			Core	
	Galaţi		Core	Core	
	Giurgiu			Core	
	Iaşi	Compr.			
	Medgidia			Compr.	
	Moldova Veche			Compr.	
	Olteniţa			Compr.	
	Oradea	Compr.			
	Sibiu	Compr.			
	Suceava	Compr.			Compr.
	Sulina		Compr.	Compr.	
	Timişoara	Core			Core
	Tulcea	Compr.	Compr.	Compr.	

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Turda				Compr.
SI	Koper		Core		
	Ljubljana	Core			Core
	Maribor	Compr.			Compr.
	Portorož	Compr.			
SK	Bratislava	Core		Core	Core
	Komárno			Core	
	Košice	Compr.			Compr.
	Leopoldov-Šulekovo				Compr.
	Poprad Tatry	Compr.			
	Žilina				Core
FI	Eckerö		Compr.		
	Enontekiö	Compr.			
	Hanko		Compr.		
	Helsinki	Core (Vantaa)*	Core		
	Ivalo	Compr.			
	Joensuu	Compr.			
	Jyväskylä	Compr.			
	Kajaani	Compr.			
	Kaskinen		Compr.		
	Kemi	Compr. (Kemi-Tornio)	Compr.		
	Kilpilahti (Sköldvik)		Compr.		
	Kittilä	Compr.			

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Kokkola		Compr.		
	Kotka-Hamina		Core (Hamina) Core (Kotka)		
	Kouvola				Core
	Kruunupyy	Compr.			
	Kuopio	Compr.			
	Kuusamo	Compr.			
	Lappeenranta	Compr.			
	Maarianhamina	Compr.	Compr.		
	Oulu	Compr.	Compr.		
	Pietarsaari		Compr.		
	Pori	Compr.	Compr.		
	Rauma		Compr.		
	Rautaruukki/Raahe		Compr.		
	Rovaniemi	Compr.			
	Savonlinna	Compr.			
	Tampere	Compr.			Compr.
	Turku-Naantali	Core (Turku)	Core (Turku) Core (Naantali)		
	Vaasa	Compr.			
SE	Ängelholm	Compr.			
	Älmhult				Compr.
	Arvidsjaur	Compr.			
	Gällivare	Compr.			
	Gävle		Compr.		

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Göteborg	Core (Landvetter)	Core	Core	Core
	Grisslehamn		Compr.		
	Hagfors	Compr.			
	Halmstad		Compr.		
	Helsingborg		Compr.		
	Hemavan	Compr.			
	Jönköping	Compr.			Compr.
	Kalmar	Compr.			
	Kapellskär		Compr.		
	Karlshamn		Compr.		
	Karlskrona		Compr.		
	Kiruna	Compr.			
	Köping		Compr.	Compr.	
	Luleå	Compr.	Core		
	Lycksele	Compr.			
	Malmö	Core (Sturup)	Core		Core
	Mora	Compr.			
	Norrköping		Compr.		
	Nyköping	Compr. (Stockholm Skavsta)			
	Oskarshamn		Compr.		
	Örebro	Compr.			Core (Hallsberg)
	Östersund	Compr.			
	Oxelösund		Compr.		
	Pajala	Compr.			

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
MS	Ronneby	Compr.			
	Skellefteå	Compr.			
	Stenungsund		Compr.		
	Stockholm	Core (Arlanda)* Compr. (Bromma)	Core (Stockholm) Compr. (Nynäshamn)	Core	Core
	Strömstad		Compr.		
	Sundsvall	Compr.	Compr.		
	Sveg	Compr.			
	Trelleborg		Core		Core
	Umeå	Compr.	Compr.		
	Rosersberg				Compr.
	Varberg		Compr.		
	Västerås		Compr.	Compr.	
	Vilhelmina	Compr.			
	Visby	Compr.	Compr.		
	Ystad		Compr.		
UK	Aberdeen	Compr.	Compr.		
	Barra	Compr.			
	Belfast	Compr. (City) Compr. (International)	Core		
	Benbecula	Compr.			
	Birmingham	Core*			Core
	Bournemouth	Compr.			
	Bristol	Core	Core		
	Loch Ryan Ports		Compr.		
	Campbeltown	Compr.			

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Cardiff-Newport	Compr.	Core (Cardiff) Core (Newport)		
	Corby				Compr. (Eurohub)
	Cromarty Firth		Compr.		
	Daventry				Compr. (Intl. Rail Freight Terminal)
	Dover/Folkestone		Core		
	Durham	Compr.			
	Edinburgh	Core*	Core (Forth, Grangemouth, Rosyth and Leith)		
	Exeter	Compr.			
	Felixstowe-Harwich		Core (Felixstowe) Core (Harwich)		
	Fishguard		Compr.		
	Glasgow	Core*	Core (Clydeport, King George V dock, Hunterston and Greenock)		Core (Mossend/ Coatbridge)
	Glensanda		Compr.		
	Goole		Compr.		
	Grimsby/Immingham		Core (Grimsby and Immingham)		
	Heysham		Compr.		
	Holyhead		Compr.		
	Hull		Compr.		
	Inverness	Compr.			
	Ipswich		Compr.		
	Islay	Compr.			
	Kirkwall	Compr.			

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Larne		Compr.		
	Leeds	Core (Leeds/ Bradford)			Core (Leeds/ Wakefield RRT)
	Liverpool	Compr.	Core		Core
	London	Core (City) Core (Gatwick)* Core (Heathrow)* Core (Luton)* Core (Stansted)*	Core (London, London Gateway, Tilbury)		
	Londonderry	Compr.	Compr.		
	Manchester	Core*	Compr. (Manchester and Port Salford)		
	Medway		Compr. (Thamesport, Sheerness)		
	Milford Haven		Core		
	Newcastle	Compr.			
	Newquay	Compr.			
	Norwich	Compr.			
	Nottingham	Core (East Midlands)			
	Orkney		Compr.		
	Plymouth		Compr.		
	Poole		Compr.		
	Port Salford		Compr.		
	Port Talbot		Compr.		
	Prestwick	Compr.			
	Ramsgate	Compr. (Kent International)	Compr.		
	River Hull and Humber		Compr.		
	Scilly Isles	Compr.			

MS	NODE NAME	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Scrabster		Compr.		
	Selby				Compr.
	Sheffield	Compr. (Doncaster - Sheffield)			Core (Doncaster RRT)
	Shetland Islands	Compr.	Compr. (Sullom Voe)		
	Southampton, Portsmouth	Compr. (Southampton)	Core (Southampton) Compr. (Portsmouth)		
	Stornoway	Compr.	Compr.		
	Sumburgh	Compr.			
	Teesport		Core		
	Tiree	Compr.			
	Tyne		Compr.		
	Ullapool		Compr.		
	Warrenpoint		Compr.		
	Wick	Compr.			

3. Core network border crossing points to neighbouring countries:

EU Member State	Neighbouring Country	Border Crossing (Road)	Border Crossing (Rail)
FINLAND	RUSSIA	Vaalimaa	Vainikkala
ESTONIA	RUSSIA	Luhamaa	Koidula
LATVIA	RUSSIA	Terehova	Zilupe
	BELARUS	Pāternieki	Indra
LITHUANIA	RUSSIA	Kybartai	Kybartai
	BELARUS	Medininkai	Kena
POLAND	RUSSIA	Grzechotki	Braniewo
	BELARUS	Kukuryki	Terespol
	UKRAINE	Korczowa	Przemyśl
SLOVAKIA	UKRAINE	Vyšné Nemecké	Čierna nad Tisou
HUNGARY	UKRAINE	Beregsurány	Záhony
	SERBIA	Rösztke	Kelebia
CROATIA	SERBIA	Lipovac	Tovarnik
	BOSNIA AND HERZEGOVINA	Svilaj	Slavonski Šamac
	MONTENEGRO	Karasovići	/
ROMANIA	UKRAINE	Siret	Vicșani
	MOLDOVA	Ungheni	Cristești Jijia
	SERBIA	Stamora Moravița	Stamora Moravița
BULGARIA	SERBIA	Kalotina	Kalotina
	FYROM	Gueshevo	Gueshevo
	TURKEY	Svilengrad	Svilengrad
GREECE	ALBANIA	Kakavia	Krystallopigi
	FYROM	Evzoni	Idomeni
	TURKEY	Kipi	Pythion

ANNEX III

INDICATIVE MAPS OF THE TRANS EUROPEAN TRANSPORT NETWORK EXTENDED TO SPECIFIC THIRD COUNTRIES



Map Finder Chart for Neighbouring Countries





11.1. Indicative Extension to Neighbouring Countries
Comprehensive & Core Networks: Inland waterways and ports
Kongeriket Norge / Kongeriket Noreg - Lýðveldið Ísland



Core		Comprehensive	Core	Ports
	Inland Waterways / Completed			
	Inland Waterways / To be upgraded			
	Inland Waterways / Planned			



11.2. Extension indicative aux pays voisins

Réseau global: chemins de fer, ports et terminaux rail-route (TRR)

Réseau central: chemins de fer (fret), ports et terminaux rail-route (TRR)

Kongeriket Norge / Kongeriket Noreg - Lýðveldið Ísland

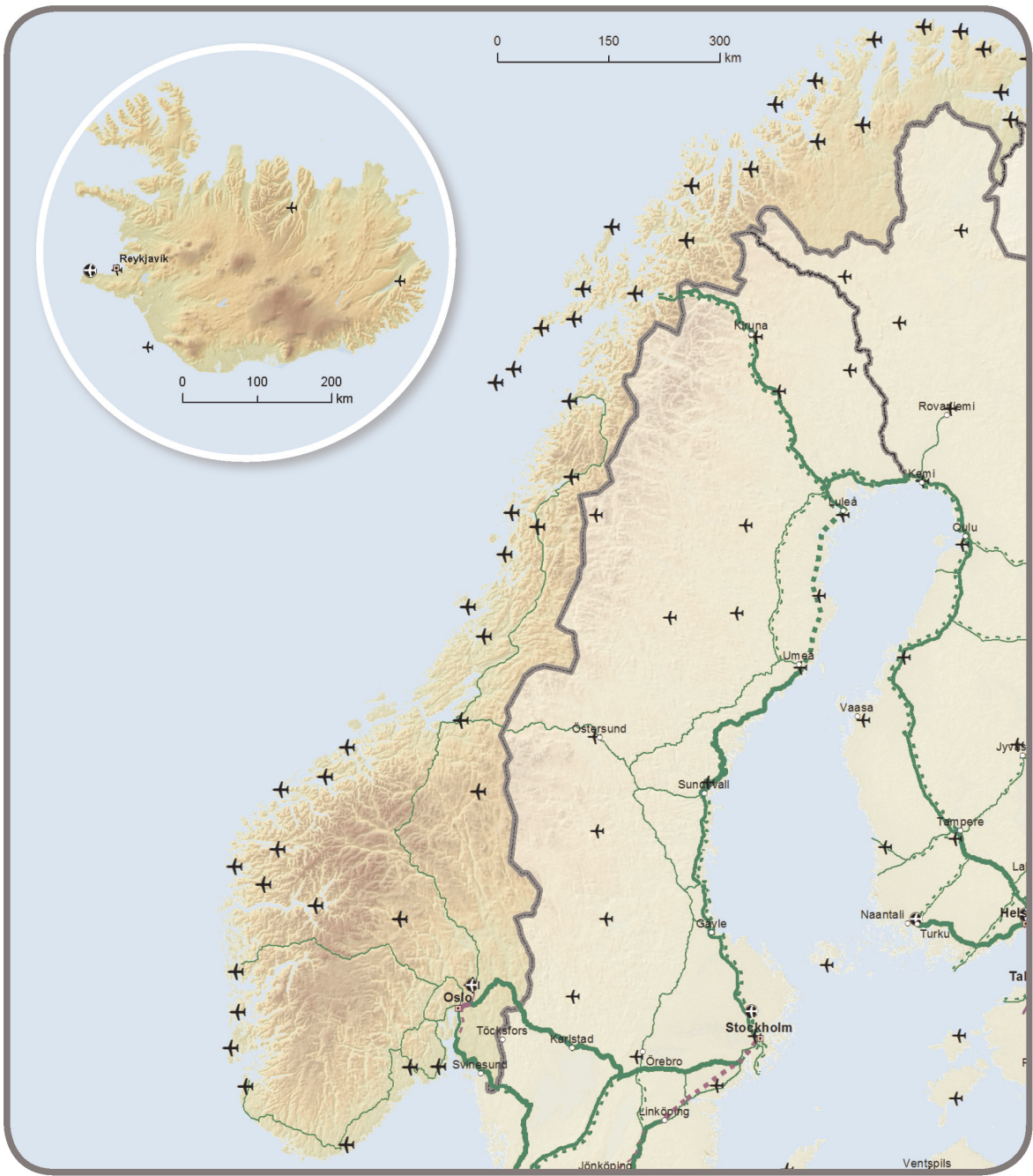


Comprehensive			Core			Comprehensive			Core			
		Conventional rail / Completed			High speed rail / Completed			Ports				
		Conventional rail / To be upgraded			To be upgraded to high speed rail			RRT				
		Conventional rail / Planned			High speed rail / Planned							



11.3. Indicative Extension to Neighbouring Countries
Comprehensive Network: Railways and airports
Core Network: Railways (passengers) and airports

Kongeriket Norge / Kongeriket Noreg - Lýðveldið Ísland



Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Conventional rail / Completed			High speed rail / Completed			Airports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			
		Conventional rail / Planned			High speed rail / Planned			



11.4. Indicative Extension to Neighbouring Countries
Comprehensive & Core Network:
Roads, ports, rail road terminals and airports

Kongeriket Norge / Kongeriket Noreg - Lýðveldið Ísland

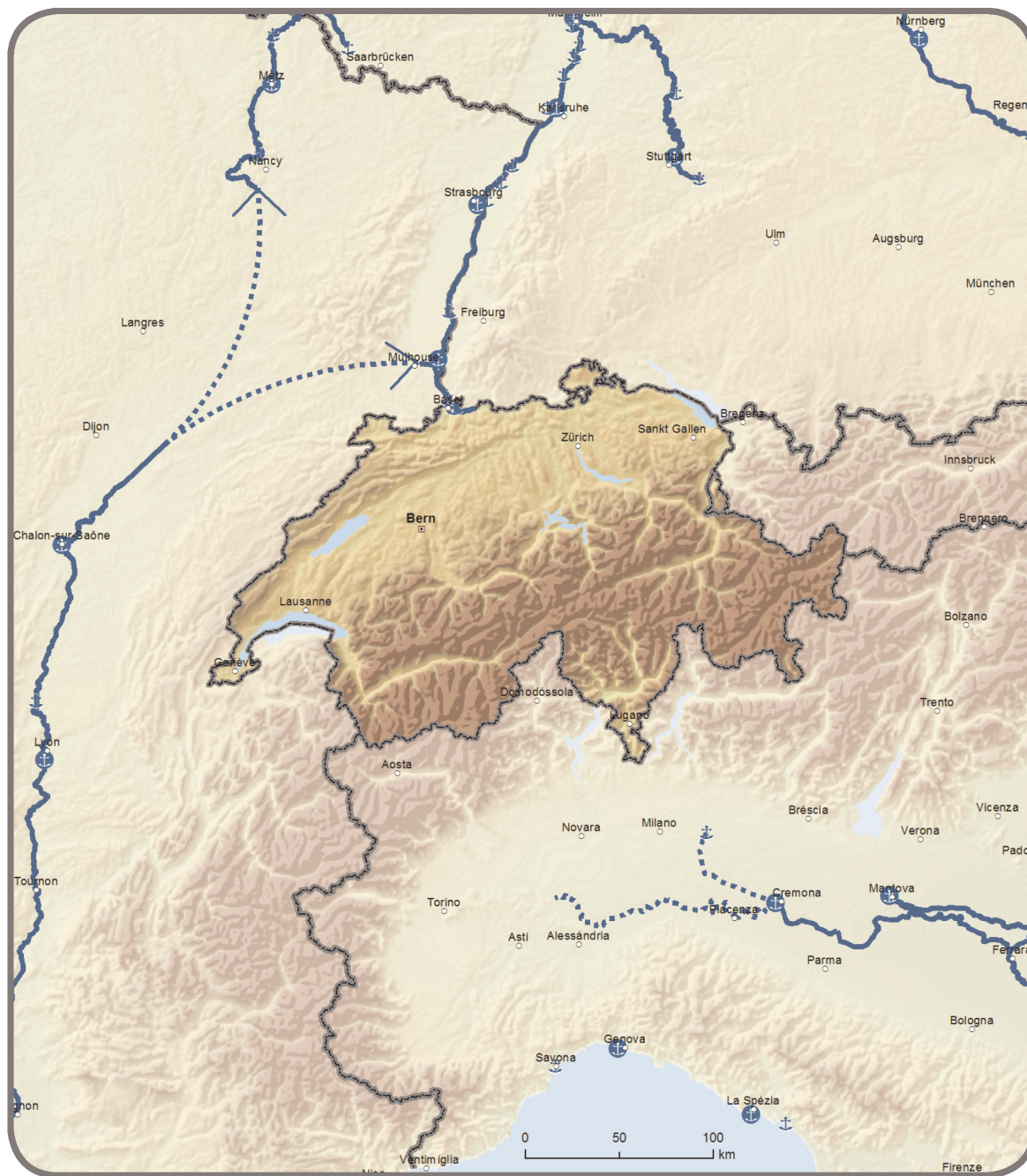


Comprehensive	Core		Comprehensive	Core		Comprehensive	Core	
		Road / Completed			Ports			Airports
		Road / To be upgraded			RRT			
		Road / Planned						



12.1. Indicative Extension to Neighbouring Countries
Comprehensive & Core Networks: Inland waterways and ports
Schweiz / Suisse / Svizzera / Svizra - Liechtenstein

12



Core	Comprehensive	Core
 Inland Waterways / Completed		 Ports
 Inland Waterways / To be upgraded		
 Inland Waterways / Planned		



12.2. Indicative Extension to Neighbouring Countries

Comprehensive Network: Railways, ports and rail road terminals (RRT)

Core Network: Railways (freight), ports and rail road terminals (RRT)

Schweiz / Suisse / Svizzera / Svizra - Liechtenstein

12



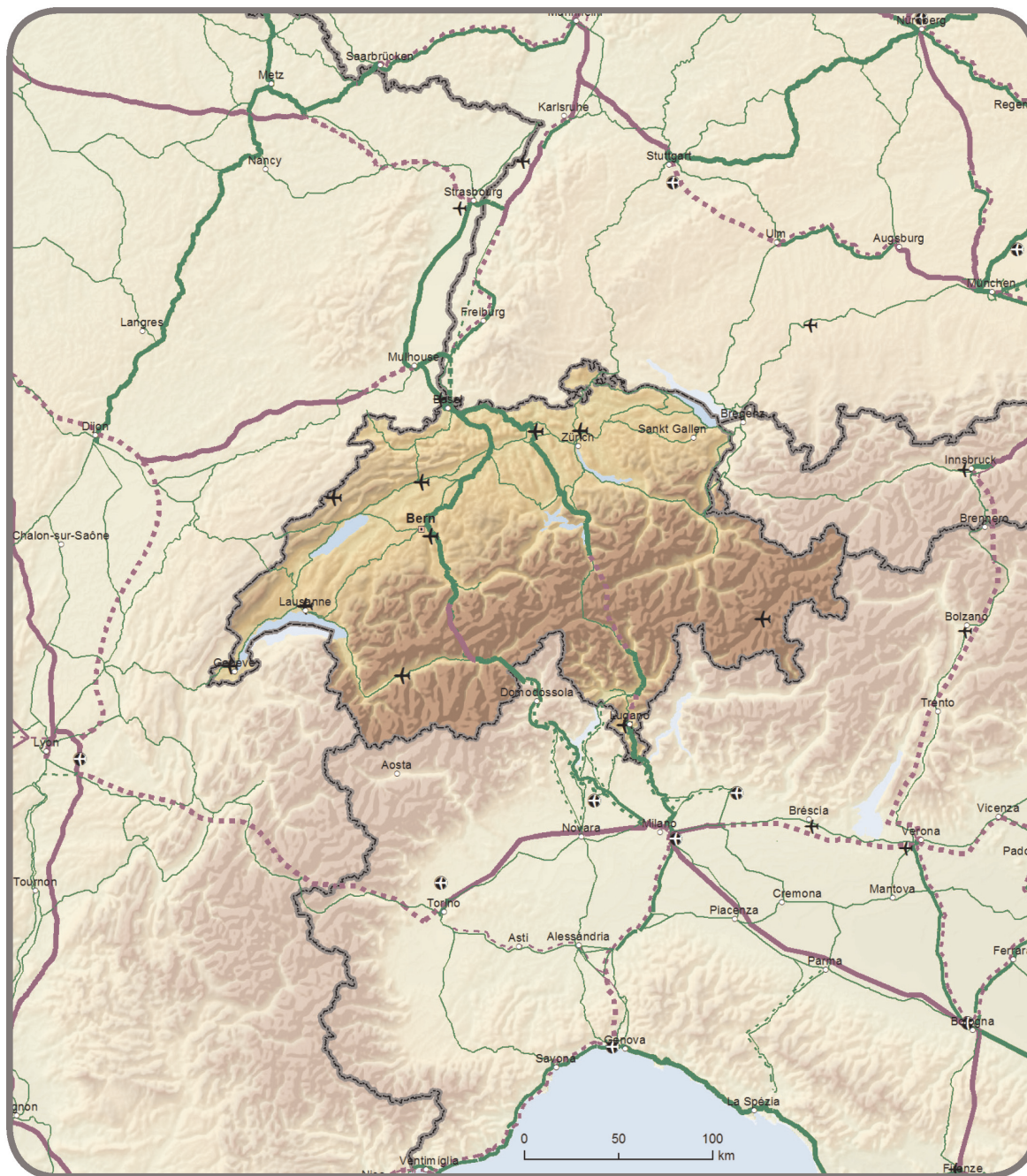
Comprehensive	Core	Conventional rail / Completed	Comprehensive	Core	High speed rail / Completed	Comprehensive	Core	Ports
—	—	Completed	—	—	Completed	—	—	Ports
—	—	Conventional rail / To be upgraded	—	—	To be upgraded to high speed rail	—	—	RRT
—	—	Conventional rail / Planned	—	—	High speed rail / Planned	—	—	



12.3. Indicative Extension to Neighbouring Countries
Comprehensive Network: Railways and airports
Core Network: Railways (passengers) and airports

Schweiz / Suisse / Svizzera / Svizra - Liechtenstein

12



Comprehensive	Core	Comprehensive	Core	Comprehensive	Core
Conventional rail / Completed	Conventional rail / Completed	Conventional rail / To be upgraded	Conventional rail / To be upgraded	High speed rail / Completed	High speed rail / Completed
Conventional rail / To be upgraded	Conventional rail / To be upgraded	High speed rail / Planned	High speed rail / Planned		
Conventional rail / Planned	Conventional rail / Planned				
				Airports	Airports



13.1. Indicative Extension to Neighbouring Countries
Comprehensive Network: Inland waterways and ports
Western Balkans Region



Core	Comprehensive	Core
 Inland Waterways / Completed		 Ports
 Inland Waterways / To be upgraded		
 Inland Waterways / Planned		



13.2. Indicative Extension to Neighbouring Countries
Comprehensive Network: Railways, ports and rail road terminals (RRT)
Western Balkans Region



Comprehensive	Core	Conventional rail / Completed	Comprehensive	Core	High speed rail / Completed	Comprehensive	Core	Ports
								RRT
		Conventional rail / To be upgraded			To be upgraded to high speed rail			
		Conventional rail / Planned			High speed rail / Planned			



13.3. Indicative Extension to Neighbouring Countries
Comprehensive Network: Railways and airports
Western Balkans Region

13



Comprehensive	Core	Comprehensive	Core	Comprehensive	Core
Conventional rail / Completed	Conventional rail / Completed	High speed rail / Completed	High speed rail / Completed	Airports	Airports
Conventional rail / To be upgraded	Conventional rail / To be upgraded	To be upgraded to high speed rail	To be upgraded to high speed rail		
Conventional rail / Planned	Conventional rail / Planned	High speed rail / Planned	High speed rail / Planned		



13.4. Indicative Extension to Neighbouring Countries
Comprehensive Network: Roads, ports, rail road terminals and airports
Western Balkans Region



Comprehensive	Core	Road / Completed	Comprehensive	Core	Ports	Comprehensive	Core	Airports



14.1. Indicative Extension to Neighbouring Countries
Comprehensive Network: Inland waterways and ports
Türkiye

14



Core		Comprehensive	Core	Ports
	Inland Waterways / Completed			
	Inland Waterways / To be upgraded			
	Inland Waterways / Planned			



14.2. Indicative Extension to Neighbouring Countries
Comprehensive Network: Railways, ports and rail road terminals (RRT)
Türkiye



Comprehensive		Core	Comprehensive		Core	Comprehensive		Core	
									Ports
									RRT
		Conventional rail / Completed			High speed rail / Completed				
		Conventional rail / To be upgraded			To be upgraded to high speed rail				
		Conventional rail / Planned			High speed rail / Planned				



14.3. Indicative Extension to Neighbouring Countries
Comprehensive Network: Railways and airports
Türkiye



Comprehensive		Core	Comprehensive		Core	Comprehensive		Core	Airports	
Conventional rail / Completed		Conventional rail / Completed	High speed rail / Completed		High speed rail / Completed					
Conventional rail / To be upgraded		Conventional rail / To be upgraded	To be upgraded to high speed rail		To be upgraded to high speed rail					
Conventional rail / Planned		Conventional rail / Planned	High speed rail / Planned		High speed rail / Planned					



14.4. Indicative Extension to Neighbouring Countries
Comprehensive Network: Roads, ports, rail road terminals and airports
Türkiye



Road		Ports	RRT	Airports	
Comprehensive	Core			Comprehensive	Core
Road / Completed				Airports	
Road / To be upgraded					
Road / Planned					

Statements by the Commission

1. "The Commission recalls that the decision to present projects for funding under the CEF is a prerogative of Member States. This prerogative is not affected in any way by the indicative percentages for specific transport objectives listed in Part IV of the Annex."
 2. "The Commission strongly regrets the inclusion of article 18 introducing the examination procedure referred to in Article 5 of Regulation (EU) No 182/2011 for the granting of Union financial assistance to the projects or parts of projects selected following every call for proposals on the basis of the multi-annual or annual work programmes referred to in article 17 of the Connecting Europe Facility Regulation. The Commission recalls that it did not propose this procedure in any of the sectoral MFF acts. This was intended to simplify the MFF programmes to the benefit of the recipients of EU funding. The approval of grant decisions without committee scrutiny would accelerate the procedure reducing the time-to-grant for project promoters and avoiding unnecessary red tape and costs. Moreover, the Commission recalls that the taking of grant decisions is part of its institutional prerogative relating to the execution of the budget and therefore should not be adopted through comitology. The Commission also considers that this inclusion cannot serve as a precedent for other funding instruments because of the particular nature of the infrastructure projects in terms of impact on the territory of the Member States."
 3. "The Commission regrets the inclusion in article 2(5) and article 5(2) of references to the costs of the executive agency entrusted by the Commission for the implementation of specific parts of the Connecting Europe Facility, in the context of programme support actions. The Commission recalls that it is the prerogative of the Commission itself to decide, after a prior cost-benefit analysis, to set up an executive agency with a view to entrusting it with certain tasks relating to the management of a programme, in accordance with the provisions of Council Regulation (EC) No 58/2003. The process of carrying out the cost-benefit analysis for the purpose of entrusting tasks to an executive agency for the implementation of the Connecting Europe Facility should not be pre-empted by the text of the CEF Regulation. The Commission also considers that the cap cannot serve as a precedent for other funding instruments, because of the particular nature of the infrastructure projects managed by the Agency".
-

**REGULATION (EU) No 1316/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 11 December 2013**

**establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing
Regulations (EC) No 680/2007 and (EC) No 67/2010**

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE
EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European
Union, and in particular Article 172 thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national
parliaments,

Having regard to the opinion of the European Economic and
Social Committee ⁽¹⁾,

Having regard to the opinion of the Committee of the
Regions ⁽²⁾,

Acting in accordance with the ordinary legislative procedure ⁽³⁾,

Whereas:

- (1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation in line with the objectives of the Europe 2020 Strategy, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion, and contribute to a more competitive social market economy and to combating climate change.
- (2) The aim of the creation of the Connecting Europe Facility (CEF) established by this Regulation is to accelerate investment in the field of trans-European networks and to leverage funding from both the public and the private sectors, while increasing legal certainty and respecting the principle of technological neutrality. The CEF should enable synergies between the transport, telecommunications and energy sectors to be harnessed to the full, thus enhancing the effectiveness of Union action and enabling implementing costs to be optimised.

- (3) According to the Commission, the estimated investment requirement for trans-European networks in the transport, telecommunications and energy sectors for the period up to 2020 is EUR 970 000 million.
- (4) This Regulation lays down, for the implementation of the CEF for the period 2014 to 2020, a financial envelope of EUR 33 242 259 000 in current prices which is to constitute the prime reference amount, within the meaning of point 17 of the Interinstitutional Agreement between the European Parliament, the Council and the Commission of 2 December 2013 on budgetary discipline, on cooperation in budgetary matters and on sound financial management ⁽⁴⁾ for the European Parliament and the Council during the annual budgetary procedure.
- (5) In order to optimise the use of budgetary funds allocated to the CEF, the Commission should, following the mid-term evaluation of the CEF, be able to propose the transfer of appropriations between the transport, telecommunications and energy sectors. Such proposal should be subject to the annual budgetary procedure.
- (6) The amount of EUR 11 305 500 000 in current prices transferred from the Cohesion Fund established by Regulation (EU) No 1301/2013 of the European Parliament and of the Council ⁽⁵⁾ should be used to commit budgetary resources to financial instruments under this Regulation only from 1 January 2017.
- (7) The creation of efficient transport and energy infrastructure networks is one of the 12 key actions identified by the Commission in its Communication of 13 April 2011 entitled: "Single Market Act – Twelve levers to boost growth and strengthen confidence: 'Working together to create new growth'".
- (8) The Commission has committed itself to mainstreaming climate change into Union spending programmes and to directing at least 20 % of the Union budget to climate-related objectives. It is important to ensure that climate change mitigation and adaptation, as well as risk prevention and management, are promoted in the preparation, design and implementation of projects of common interest. Infrastructure investments covered by this Regulation should help to promote the transition to a low-carbon and climate- and disaster-resilient economy and society, taking into account the specificities of regions with natural and demographic disadvantages, in particular the outermost and island regions. In the

⁽¹⁾ OJ C 143, 22.5.2012, p. 116.

⁽²⁾ OJ C 277, 13.9.2012, p. 125.

⁽³⁾ Position of the European Parliament of 19 November 2013 (not yet published in the Official Journal)

⁽⁴⁾ OJ C 420, 20.12.2013, p. 1.

⁽⁵⁾ Regulation (EU) No 1301/2013 of the European Parliament and of the Council of 17 December 2013 on the Cohesion Fund and repealing Council Regulation (EC) No 1084/2006 (OJ L 347, 20.12.2013, p. 289).

transport and energy sectors in particular, the CEF should contribute to the Union's mid-term and long-term objectives in terms of decarbonisation.

- (9) In its resolution of 8 June 2011 on Investing in the future: a new Multiannual Financial Framework (MFF) for a competitive, sustainable and inclusive Europe ⁽¹⁾, the European Parliament stressed the importance of ensuring the rapid execution of the Union's Digital Agenda and of continuing efforts towards reaching by 2020 the targets of making access to high-speed internet available to all Union citizens, also in less developed regions. The European Parliament underlined that investing in an effective transport infrastructure had a key role to play in enabling Europe to defend its competitiveness and pave the way for post-crisis, long-term economic growth, and that the trans-European transport network ("TEN-T") was vital in order to guarantee the proper functioning of the internal market and provide important European added value. The European Parliament also stated that it was of the opinion that TEN-T should, accordingly, be a key priority in the MFF and that an increase in TEN-T funds was necessary in the MFF. In addition, the European Parliament emphasised the need to maximise the impact of Union funding and the opportunity offered by the Cohesion and by the European Structural and Investment Funds and financial instruments to fund key national and cross-border European priority energy infrastructure projects, and stressed the need for a substantial allocation from the Union budget for financial instruments in this field.
- (10) With a view to financing infrastructure in cross-border regions as part of the development of the networks as a whole, synergies should be encouraged between the financial instruments of the CEF and other Union funds.
- (11) On 28 March 2011, the Commission adopted the White Paper entitled "Roadmap to a Single European Transport Area — Towards a competitive and resource efficient transport system" (the "White Paper"). The White Paper aims at reducing the greenhouse gas emissions (GHG) of the transport sector by at least 60 % by 2050 compared to 1990. As far as infrastructure is concerned, the White Paper aims at establishing a fully functional and Union-wide multimodal TEN-T core network by 2030. Interoperability could be enhanced by innovative solutions that improve compatibility between the systems involved. The White Paper also aims at optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes. Therefore, it sets the following relevant targets for TEN-T policy: 30 % of road freight carried over distances of more than 300 km should shift to other modes by 2030, and more than 50 % by 2050; the length of the existing high-speed rail network should triple by 2030 and by 2050 the majority of medium-distance passenger journeys should be undertaken by rail; by 2050, all core network airports should be connected to the rail network and all seaports to the rail freight and, where possible, to the inland waterway system.
- (12) In its resolution of 6 July 2010 on a sustainable future for transport ⁽²⁾, the European Parliament emphasised that an efficient transport policy required a financial framework that was appropriate to the challenges arising and that, to that end, the current resources for transport and mobility should be increased; it further considered that there was a need to create a facility to coordinate and optimise the use of different sources of transport funding and of all the financial means and mechanisms available at Union level.
- (13) In its conclusions of 11 June 2009 on the TEN-T policy review, the Council reaffirmed the need to continue investing in transport infrastructure in order to ensure proper development of the TEN-T in all transport modes, as a basis for the internal market and competitiveness, economic, social and territorial cohesion of the Union and its connection to neighbouring countries, focusing on the European added value that this would bring. The Council also underlined the need for the Union to make available the financial resources necessary to stimulate investment in TEN-T projects and, in particular, the need to reconcile appropriate financing support from the TEN-T budget to the priority projects which involve relevant cross-border sections and the implementation of which would extend beyond 2013 within the institutional constraints of the MFF programming. In the view of the Council, public-private partnership approaches should be further developed and supported in this context where appropriate.
- (14) On the basis of the objectives set by the White Paper, the TEN-T guidelines as laid down in Regulation (EU) No 1315/2013 of the European Parliament and of the Council ⁽³⁾ identify the infrastructure of the TEN-T, specify the requirements to be fulfilled by it and provide for measures for their implementation. Those guidelines envisage, in particular, the completion of the core network by 2030 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure.

⁽²⁾ OJ C 351E, 2.12.2011, p. 13.

⁽³⁾ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (See page 1 of this Official Journal).

⁽¹⁾ OJ C 380E, 11.12.2012, p. 89.

- (15) Based on an analysis of the transport infrastructure plans of Member States, the Commission estimates that investment needs in transport amount to EUR 500 000 million over the entirety of the TEN-T network for the period 2014-2020, of which an estimated EUR 250 000 million will need to be invested in the core network of the TEN-T.
- (16) The geographical alignment of rail freight corridors as provided for by Regulation (EU) No 913/2010 of the European Parliament and of the Council⁽¹⁾ and of core network corridors under Part I of Annex I to this Regulation should, where appropriate, be ensured, taking into consideration the objectives of the respective instruments, in order to reduce the administrative burden and streamline the development and use of the railway infrastructure. The rail freight corridors should be subject solely to the provisions of Regulation (EU) No 913/2010, including as regards changes to their alignment.
- (17) Within the framework of the TEN-T policy review launched in February 2009, a dedicated expert group was created to support the Commission and look into the issue of the funding strategy and financing perspectives for the TEN-T. Expert Group No 5 drew from the experience of external experts from various fields: infrastructure managers, infrastructure planners, national, regional and local representatives, environmental experts, academia, and representatives of the private sector. The final report of Expert Group No 5⁽²⁾ adopted in July 2010 contains 40 recommendations, some of which have been taken into account in this Regulation. That report recommends inter alia that the Commission should provide a standard framework for the blending of Union grants and TEN-T public-private partnerships ("PPPs"), covering both the funds under the cohesion policy and the TEN-T budget.
- (18) Experience with the MFF (2007-2013) shows that some Member States which are eligible for financing from the Cohesion Fund are facing significant obstacles in delivering on time complex cross-border transport infrastructure projects with a high European added value, as well as allowing efficient use of Union funds. Therefore, in order to improve the completion of transport projects – in particular cross-border ones – with a high European added value, part of the Cohesion Fund allocation (EUR 11 305 500 000) should be transferred to finance transport projects on the transport core network or transport projects relating to horizontal priorities in the Member States eligible for financing from the Cohesion Fund under the CEF. In an initial phase, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned and by organising additional calls for proposals, while ensuring a transparent process for the selection of projects.
- (19) The amount of EUR 11 305 500 000 transferred from the Cohesion Fund, to be spent exclusively in Member States eligible for funding from the Cohesion Fund, should not be used to finance actions with synergies between transport, telecommunications and energy sectors contributing to projects of common interest resulting from a multi-sectoral call for proposals.
- (20) Institutional and administrative capacity are essential prerequisites for effective delivery of the objectives of the CEF. The Commission should, as far as possible, offer appropriate means of support to permit the design and implementation of projects in the Member States concerned.
- (21) In its Communication of 17 November 2010 entitled: "Energy infrastructure priorities for 2020 and beyond – a Blueprint for an integrated energy network", the Commission identified the priority corridors which are necessary to allow the Union to meet its ambitious energy and climate targets by 2020 for the purposes of completing the internal energy market, ensuring security of supply, enabling the integration of renewable sources of energy and preparing the networks for further decarbonisation of the energy system beyond 2020.
- (22) Major investment is needed to modernise and expand Europe's energy infrastructure and to interconnect networks across borders and end the energy isolation of Member States, in order to meet the Union's energy and climate policy objectives of competitiveness, sustainability and security of supply in a cost-effective way. According to the Commission, the estimated investment needs in energy infrastructure up to 2020 amount to EUR 1 000 000 million, including investment of approximately EUR 200 000 million in electricity and gas transmission and storage infrastructures considered to be of European relevance. According to the Commission Staff Working Paper entitled "Energy infrastructure investment needs and financing requirements" submitted to the Council, among projects of European relevance, approximately EUR 100 000 million worth of investment is at risk of not being delivered due to obstacles relating to the granting of permits, regulation and financing.

⁽¹⁾ Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight (OJ L 276, 20.10.2010, p. 22).

⁽²⁾ http://ec.europa.eu/transport/infrastructure/ten-t-policy/review/doc/expert-groups/expert_group_5_final_report.pdf

- (23) The urgent need to build the energy infrastructure of the future and the significant increase in investment volumes compared to past trends require a step change in the way energy infrastructure is supported at Union level. In its conclusions of 28 February 2011, the Council endorsed the energy corridors as priorities for Europe.
- (24) As regards the energy sector, the European Council of 4 February 2011 called upon the Commission to streamline and improve authorisation procedures and to promote a regulatory framework attractive to investment. It underlined that the bulk of the investment would have to be delivered by the market with costs recovered through tariffs. The European Council recognised that public finance is needed for projects required from a security of supply or solidarity perspective which are unable to attract market-based financing. It furthermore underlined the need to modernise and expand Europe's energy infrastructure and to interconnect networks across borders, in order to make solidarity between Member States operational, to provide for alternative supply or transit routes and sources of energy and to develop renewable energy sources in competition with traditional sources. It insisted that the internal energy market should be completed by 2014 so as to allow gas and electricity to flow freely and that no Member State should remain isolated from the European gas and electricity networks after 2015 or see its energy security jeopardised by a lack of the appropriate connections. The first two annual work programmes adopted under this Regulation should give priority consideration to projects of common interest and related actions aimed at ending energy isolation and eliminating energy bottlenecks, so as to move towards completion of the internal energy market.
- (25) Regulation (EU) No 347/2013 of the European Parliament and of the Council⁽¹⁾ identifies the trans-European energy infrastructure priorities which need to be implemented by 2020 in order to meet the Union's energy and climate policy objectives, sets rules to identify projects of common interest necessary to implement those priorities, and lays down measures in the field of the granting of permits, public involvement and regulation to speed up and/or facilitate the implementation of those projects, including criteria for the eligibility of such projects for Union financial assistance.
- (26) Telecommunications are increasingly becoming internet-based infrastructures, with broadband networks infrastructure catalysing the use of digital services across a whole range of activities in society. The internet is becoming the dominant platform for communication, for doing business, for providing public and private services and for social and cultural cohesion. Furthermore, cloud computing and software-as-a-service are emerging as the new paradigms of computing. Therefore, the trans-European availability of ubiquitous, fast internet access and innovative digital services is essential for economic growth and the single market.
- (27) Modern fast internet networks are a crucial infrastructure for the future in terms of connectivity for European companies, in particular small and medium-sized enterprises ("SMEs") that want to use cloud computing in order to improve cost-efficiency. In order to avoid duplication of infrastructure, prevent the displacement of private investment and enhance capacity-building with a view to creating new investment opportunities and promoting the implementation of cost-reduction measures, actions should be taken to improve coordination of Union support to broadband from the CEF and broadband support from all other available sources, including through national broadband plans.
- (28) The Europe 2020 Strategy calls for the implementation of the Digital Agenda for Europe, which establishes a stable legal framework to stimulate investment in an open and competitive high-speed internet infrastructure and in related services. The aim should be for Europe to have the fastest broadband in the world by 2020 based on state-of-the-art technologies.
- (29) On 31 May 2010, the Council concluded that the Union should put the necessary resources into the development of a digital single market based on fast and ultra-fast internet and interoperable applications, and acknowledged that efficient and competitive investment in next-generation broadband networks would be necessary for innovation, consumer choice and the competitiveness of the Union, and could provide a better quality of life through improved health care, safer transport, new media opportunities and easier access to goods, services and knowledge, in particular across borders.
- (30) The private sector should play a leading role in rolling out and modernising broadband networks, supported by a competitive and investment-friendly regulatory framework. Where private investment falls short, Member States should undertake the necessary efforts to achieve the targets of the Digital Agenda. Public financial assistance to broadband should be limited to
- ⁽¹⁾ Regulation (EU) No 347/2013 of the European Parliament and of the Council of 17 April 2013 on guidelines for trans-European energy infrastructure and repealing Decision No 1364/2006/EC and amending Regulations (EC) No 713/2009, (EC) No 714/2009 and (EC) No 715/2009 (OJ L 115, 25.4.2013, p. 39).

financial instruments for programmes or initiatives targeting projects which cannot be financed solely by the private sector, confirmed by an ex-ante assessment identifying market imperfections or sub-optimal investment situations.

funding comply with the safety requirements, recommendations and targets established in all relevant Union road safety law. The evaluation of the performance of the CEF should take into account the reduction of casualties on the road network of the Union.

- (31) Consequently, it is essential to stimulate, in accordance with the principle of technological neutrality, Union-wide deployment of fast and ultra-fast broadband networks and to facilitate the development and deployment of trans-European digital services. Public investment through financial instruments in fast and ultra-fast broadband networks must not lead to market distortions or create disincentives to invest. It should be used to attract private investment, and should be resorted to only in cases where there is a lack of commercial interest to invest.
- (32) Several methods of implementation are necessary and require different funding rates and financial instruments to increase the efficiency and impact of the Union financial assistance, to encourage private investment and to respond to the specific requirements of individual projects.
- (33) A Regulation on guidelines for trans-European networks in the area of telecommunications infrastructure will identify the criteria according to which projects of common interest may be financially supported under this Regulation.
- (34) Horizon 2020 – the Framework Programme for Research and Innovation ⁽¹⁾ – will focus inter alia on tackling societal challenges (e.g. through smart, green, accessible and integrated transport, secure, clean and efficient energy, and information- and communication technology-enabled health, government and sustainable development) in order to respond directly to the challenges identified in the Europe 2020 Strategy, by supporting activities covering the entire spectrum from research to market. Horizon 2020 will support all stages in the innovation chain, especially activities closer to the market, including innovative financial instruments. With the aim of ensuring that the Union funding has a greater impact, and in order to ensure coherence, the CEF will develop close synergies with Horizon 2020.
- (35) In its Communication of 20 July 2010 entitled "Towards a European road safety area: policy orientations on road safety 2011-2020", the Commission set a framework for policy actions in favour of safe infrastructure as a key element to reduce road casualties by 50 % by 2020. The CEF should therefore ensure that requests for Union
- (36) The Union and most Member States are party to the United Nations Convention on the Rights of Persons with Disabilities, while the remaining Member States are in the process of ratifying it. It is important in the implementation of the relevant projects that accessibility for persons with disabilities, as mentioned in that Convention, be considered in the specification of the projects.
- (37) Even though a large proportion of the investment under the Europe 2020 Strategy can be delivered by the market and regulatory measures, the financing challenges may require public actions and Union support in the form of grants and innovative financial instruments.
- (38) In order to optimise the use of the Union budget, grants should be targeted at those projects which receive insufficient financing from the private sector.
- (39) Railway projects should not be excluded from receiving grants under this Regulation because they generate revenue from mandatory charges under Directive 2012/34/EU of the European Parliament and of the Council ⁽²⁾.
- (40) Fiscal measures in many Member States will drive, or have already driven, public authorities to reassess their infrastructure investment programmes. In this context, PPPs have been viewed as an effective means of delivering infrastructure projects which ensure the achievement of policy objectives such as combating climate change, promoting alternative energy sources and energy and resource efficiency, and supporting sustainable transport and the deployment of broadband networks. In its Communication of 19 November 2009 entitled: "Mobilising private and public investment for recovery and long term structural change: developing Public Private Partnerships", the Commission committed itself to improving access to finance for PPPs by broadening the scope of existing financial instruments.
- (41) In its Communication of 19 October 2010 entitled "EU Budget Review", the Commission emphasised that the norm for projects with long-term commercial potential should be the use of Union funds in partnership with the financial and banking sectors, particularly the European Investment Bank and Member States' public financial

⁽¹⁾ Regulation (EU) No 1291/2013 of the European Parliament and of the Council of 11 December 2013 establishing Horizon 2020 - The Framework Programme for Research and Innovation (2014-2020) and repealing Decision No 1982/2006/EC (OJ L 347, 20.12.2013, p. 104).

⁽²⁾ Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343, 14.12.2012, p. 32).

institutions, but also with other international financial institutions and the private financial sector, including at national and regional level.

and other related evaluations, in particular the independent evaluation of the Europe 2020 Project Bond Initiative in 2015.

(42) Financial instruments should be used to address specific market needs, for actions which have a clear European added value and which are in line with the objectives of the CEF, and should not crowd out private financing. They should improve the leverage effect of the Union budget spending and achieve a higher multiplier effect in terms of attracting private-sector financing. This is particularly relevant in the context of difficulties in accessing credit and constraints on public finances, and in view of the need to underpin Europe's economic recovery. Before deciding to use financial instruments, the Commission should carry out an ex-ante assessment of the instrument concerned, as required by Regulation (EU, Euratom) No 966/2012 of the European Parliament and of the Council⁽¹⁾.

(43) In the Europe 2020 Strategy, the Commission pledged to mobilise Union financial instruments as part of a consistent funding strategy that pulls together Union and national public and private funding for infrastructures. This is based on the rationale that in many cases sub-optimal investment situations and market imperfections may be more efficiently tackled by financial instruments than by grants.

(44) The CEF should provide for financial instruments to promote substantial participation in infrastructure investment by private-sector investors and financial institutions. To be sufficiently attractive to the private sector, financial instruments should be designed and implemented with due regard to simplification and reduction of the administrative burden but should also be able to respond to identified financing needs in a flexible manner. The design of those instruments should draw upon the experience gained in the implementation of financial instruments in the MFF (2007-2013), such as the Loan Guarantee instrument for TEN-T projects (LGTT), the Risk-Sharing Finance Facility (RSFF), the 2020 European Fund for Energy, Climate Change and Infrastructure (the 'Marguerite Fund') and the Europe 2020 Project Bond Initiative.

(45) The potential for innovative financial instruments, such as project bonds, to support the financing of transport infrastructure with European added value should be explored, in line with the results of ex-ante assessments

(46) In order to optimise the use of budgetary funds allocated to the CEF, the Commission should ensure continuity of all financial instruments established under Regulation (EC) No 680/2007 of the European Parliament and of the Council⁽²⁾ and the risk-sharing instrument for project bonds established under Decision No 1639/2006/EC of the European Parliament and of the Council⁽³⁾ within their succeeding debt and equity financial instruments under this Regulation, on the basis of an ex-ante assessment, as provided for by Regulation (EU, Euratom) No 966/2012.

(47) In the selection of the most effective form of financial assistance, due consideration should be given to the sector- and project-specific characteristics of eligible projects. To allow for the most efficient use of the Union budget and to enhance the multiplier effect of Union financial assistance, as regards the energy sector, the Commission should, to the extent possible and subject to market take-up, endeavour to give priority to the use of financial instruments whenever appropriate, whilst respecting the ceiling for the use of financial instruments in accordance with this Regulation. Energy project promoters should be encouraged to explore the possibility of using financial instruments before applying for grants for works. In this respect, the Commission should give appropriate support to maximising the uptake of financial instruments.

(48) Projects of common interest in the fields of electricity, gas and carbon dioxide should be eligible to receive Union financial assistance for studies and, under certain conditions, for works in the form of grants or in the form of innovative financial instruments. This will ensure that tailor-made support can be provided to those projects of common interest which are not viable under the existing regulatory framework and market conditions. In the field of energy, it is important to avoid any distortion of competition, in particular between projects contributing to the achievement of the same Union priority corridor. Such financial assistance should ensure the necessary synergies with the European Structural and Investment Funds, which will finance smart energy distribution networks of local or regional importance. A three-step logic applies to investments in projects of common interest. First, the market should have the priority to invest. Second, if

⁽¹⁾ Regulation (EU, Euratom) No 966/2012 of the European Parliament and of the Council of 25 October 2012 on the financial rules applicable to the general budget of the Union and repealing Council Regulation (EC, Euratom) No 1605/2002 (OJ L 298, 26.10.2012, p. 1).

⁽²⁾ Regulation (EC) No 680/2007 of the European Parliament and of the Council of 20 June 2007 laying down general rules for the granting of Community financial aid in the field of the trans-European transport and energy networks (OJ L 162, 22.6.2007, p. 1).

⁽³⁾ Decision No 1639/2006/EC of the European Parliament and of the Council of 24 October 2006 establishing a Competitiveness and Innovation Framework Programme (2007 to 2013) (OJ L 310, 9.11.2006, p. 15).

investments are not made by the market, regulatory solutions should be explored, if necessary the relevant regulatory framework should be adjusted, and the correct application of the relevant regulatory framework should be ensured. Third, where the first two steps are not sufficient to deliver the necessary investment in projects of common interest, Union financial assistance could be granted if the project of common interest fulfils the applicable eligibility criteria.

- (49) Pursuant to Article 14 of Regulation (EU) No 347/2013, all projects of common interest falling under the categories set out in Annex II.1, 2 and 4 to that Regulation are eligible for Union financial assistance in the form of grants for studies and financial instruments. Grants for works may be used for actions contributing to those projects of common interest that, in accordance with Article 14 of Regulation (EU) No 347/2013, demonstrate, in particular, significant positive externalities and are not commercially viable, according to the project's business plan and other assessments carried out by, in particular, potential investors, creditors or national regulatory authorities.
- (50) In order to ensure sectoral diversification of beneficiaries of financial instruments as well as to encourage gradual geographical diversification across the Member States, and with particular regard to those Member States which are eligible for support from the Cohesion Fund, the Commission in partnership with the European Investment Bank, through joint initiatives such as the European PPP Expertise Centre (EPEC) and the Joint Assistance to Support Projects in European Regions (Jaspers), should provide support to the Member States in developing an appropriate pipeline of projects that could be considered for project financing.
- (51) The financial instruments under this Regulation should reflect the rules laid down in Title VIII of Regulation (EU, Euratom) No 966/2012 and in Commission Delegated Regulation (EU) No 1268/2012⁽¹⁾, and should be in line with best practice rules applicable to financial instruments.
- (52) With respect to the conditions for the financial instruments, it might be necessary to add additional requirements in the work programmes, for example in order to ensure competitive markets with a view to the development of the Union's policies, technological developments and other factors that may become relevant.
- (53) Multi-annual programming for support from the CEF should be directed towards supporting the Union's priorities by ensuring the availability of the necessary financial resources and the consistency, transparency and continuity of joint action by the Union and the Member States. For proposals submitted following the implementation of the first multiannual work programme in the sector of transport, eligibility of cost should start on 1 January 2014, so as to ensure the continuity of projects already covered by Regulation (EC) No 680/2007.
- (54) Due to the substantial budget needed for the implementation of some infrastructure projects, provision should be made for the possibility of dividing budgetary commitments relating to the financial assistance for some actions into annual instalments.
- (55) Given the resources available at Union level, concentration on projects with the highest European added value is necessary in order to achieve the desired impact. Support should therefore be focused on the core network and on projects of common interest in the field of traffic management systems, in particular the air traffic management systems resulting from the new-generation European air traffic management system (the SESAR system), which require Union budgetary resources of about EUR 3 000 million, as well as the Intelligent Transport System (ITS), Vessel Traffic Monitoring and Information Systems (VTMIS), River Information Services (RIS) and the European Rail Traffic Management System (ERTMS). In the energy sector, financial assistance should focus on completing the internal energy market, ensuring security of supply, promoting sustainability, inter alia by ensuring the transmission of renewable electricity from generation to centres of demand and storage, and attracting public and private investment. In the telecommunications sector, financial assistance should be targeted primarily at projects that will generate demand for broadband, including the building of a European digital service infrastructure, which should in turn stimulate investment in broadband network deployment.
- (56) In the energy sector, the budget envisaged should, as a priority, be allocated in the form of financial instruments, subject to market uptake. Projects of common interest in the telecommunications sector should be eligible for Union financial support in the form of grants and procurement for core service platforms, generic services and horizontal actions. Actions in the field of broadband deployment, including actions generating demand for broadband, should be eligible for Union financial support in the form of financial instruments.

⁽¹⁾ Commission Delegated Regulation (EU) No 1268/2012 of 29 October 2012 on the rules of application of Regulation (EU, Euratom) No 966/2012 of the European Parliament and of the Council on the financial rules applicable to the general budget of the Union (OJ L 362, 31.12.2012, p. 1).

- (57) According to the analysis carried out in the impact assessment for Regulation (EU) No 347/2013, the number of projects of common interest contributing the most to the implementation of the strategic energy infrastructure priority corridors and areas is estimated to be approximately 100 in the field of electricity and 50 in the field of gas. Furthermore, based on the expected preponderance of electricity in Europe's energy system over the next two decades, it is estimated that assistance to electricity projects of common interest will account for the major part of the energy financial envelope under the CEF. While noting that this estimate will be subject to change as more information becomes available, and taking into account the need to ensure compliance with Regulation (EU) No 347/2013, the Commission should give due consideration to electricity projects, with the aim of making the major part of the financial assistance available to those projects over the period 2014 to 2020, subject to market uptake, the quality and maturity of actions proposed and their financing requirements. This aim is without prejudice to any possible re-allocation of available funding for energy projects.
- (58) Mid-term and ex-post evaluations should be carried out by the Commission and communicated to the European Parliament, the Council, the European Economic and Social Committee and the Committee of Regions in order to assess the effectiveness and efficiency of the funding and its impact on the overall goals of the CEF and the priorities of the Europe 2020 Strategy. The Commission should make public the information about specific projects under the CEF. That information should be updated annually.
- (59) As far as transport and energy are concerned, on the basis of the sector-specific guidelines laid down in Regulation (EU) No 1315/2013 and in Regulation (EU) No 347/2013, lists of projects, priority corridors and areas for which this Regulation should apply have been drawn up and should be included in an annex to this Regulation. As for transport, in order to take into account possible changes in political priorities and technological capabilities, as well as traffic flows, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFEU) should be delegated to the Commission in respect of adopting amendments to Part I of Annex I and detailing the funding priorities for eligible actions under Article 7(2) to be reflected in the work programmes.
- (60) In order to take into account the actual level of demand for funding under the specific transport objectives and to give effect to the findings of the mid-term evaluation, where it proves necessary to deviate from the allocation for a specific transport objective set out in Part IV of Annex I to this Regulation by more than five percentage points, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission to amend the indicative percentages for each of the specific transport objectives. The indicative allocations for specific transport objectives do not prevent the amount of EUR 11 305 500 000 transferred from the Cohesion Fund from being spent entirely on projects implementing the core network or on projects and horizontal priorities identified in Part I of Annex I to this Regulation.
- (61) In order to reflect the conclusions drawn from the implementation of the CEF, including those contained in the mid-term evaluation, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission to modify the list of general orientations to be taken into account when setting award criteria.
- (62) When adopting delegated acts under this Regulation, it is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure the simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.
- (63) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission as regards multi-annual and annual work programmes. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council ⁽¹⁾.
- (64) The financial interests of the Union should be protected through proportionate measures throughout the expenditure cycle, including the prevention, detection and investigation of irregularities, the recovery of funds lost, wrongly paid or incorrectly used and, where appropriate, the imposition of penalties in accordance with Regulation (EU, Euratom) No 966/2012. The European Parliament should be kept informed of all such measures.
- (65) In order to ensure broad and fair competition for projects benefitting from CEF funds, the form of the contract should be consistent with the objectives and circumstances of the project. Contract conditions should be drafted in such a way as to fairly allocate the risks associated with the contract, in order to maximise cost-effectiveness and enable the contract to be performed with the optimum efficiency. This principle should apply irrespective of whether a national or international contract model is used.
- ⁽¹⁾ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

- (66) Some of the infrastructure projects of common interest might need to link with and pass through neighbourhood, pre-accession and other third countries. The CEF should offer simplified means of linking and financing those infrastructures, in order to ensure coherence between internal and external instruments of the Union budget.
- (67) When third countries and entities established in third countries participate in actions contributing to projects of common interest, grants should be available only if the action is unlikely to be adequately supported by other forms of financial assistance under the CEF or under other Union programmes.
- (68) The general orientation on the basis of which the Commission is to take into account the social, climate and environmental impact, as detailed in Part V of Annex I to this Regulation, should not be applied in the field of energy, in accordance with the approach taken in Article 4(4) of Regulation (EU) No 347/2013.
- (69) In the telecommunications sector, the general orientation whereby account is to be taken of the stimulating effect of Union support on public and private investment should be applicable only to those digital service infrastructures which aim at triggering additional investments.
- (70) The general orientation whereby account is to be taken of the cross-border dimension should not be applicable in relation to broadband networks, because all investments in broadband, including those happening within Member States' borders, will enhance the connectivity of trans-European telecommunications networks.
- (71) The participation of European Free Trade Association (EFTA) States which are parties to the Agreement on the European Economic Area ('the EEA Agreement') in the CEF should be in accordance with the conditions laid down in the EEA Agreement. For that purpose, each sector covered by this Regulation should be considered a separate programme. The participation of EFTA States in the CEF should be provided for, in particular, in the field of telecommunications.
- (72) As far as transport is concerned, for the purpose of the eligibility of projects of common interest in third countries under this Regulation, the indicative maps contained in Annex III to Regulation (EU) No 1315/2013 should apply. In third countries for which that Regulation does not include indicative maps, projects of common interest should be eligible when there is ongoing mutual cooperation with a view to agreeing on such indicative maps.
- (73) Since the objectives of this Regulation, namely the coordination, development and financing of the trans-European networks, cannot be sufficiently achieved by the Member States but can rather, by reason of the

need for coordination of those objectives, be better achieved at Union level, the Union may adopt measures in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

- (74) Regulations (EC) No 680/2007 and (EC) No 67/2010 of the European Parliament and of the Council ⁽¹⁾ should, for reasons of clarity, be repealed.

- (75) This Regulation should enter into force on the day following that of its publication in the *Official Journal of the European Union*, in order to allow for the timely adoption of the delegated and implementing acts provided for by this Regulation,

HAVE ADOPTED THIS REGULATION:

TITLE I

COMMON PROVISIONS

CHAPTER I

The connecting europe facility

Article 1

Subject-matter

This Regulation establishes the Connecting Europe Facility ("CEF"), which determines the conditions, methods and procedures for providing Union financial assistance to trans-European networks in order to support projects of common interest in the sectors of transport, telecommunications and energy infrastructures and to exploit potential synergies between those sectors. It also establishes the breakdown of the resources to be made available under the multiannual financial framework for the years 2014-2020.

Article 2

Definitions

For the purposes of this Regulation, the following definitions apply:

- (1) "project of common interest" means a project identified in Regulation (EU) No 1315/2013 or Regulation (EU) No 347/2013 or in a Regulation on guidelines for trans-European networks in the area of telecommunications infrastructure;
- (2) 'cross-border section' means, in the transport sector, the section which ensures the continuity of a project of common interest between the nearest urban nodes on both sides of the border of two Member States or between a Member State and a neighbouring country;

⁽¹⁾ Regulation (EC) No 67/2010 of the European Parliament and of the Council of 30 November 2009 laying down general rules for the granting of Community financial aid in the field of trans-European networks (OJ L 27, 30.1.2010, p. 20).

- (3) 'neighbouring country' means a country falling within the scope of the European Neighbourhood Policy including the Strategic Partnership, the Enlargement Policy, and the European Economic Area or the European Free Trade Association;
- (4) 'third country' means any neighbouring country or any other country with which the Union may cooperate to achieve the objectives pursued by this Regulation;
- (5) "works" means the purchase, supply and deployment of components, systems and services including software, the carrying-out of development and construction and installation activities relating to a project, the acceptance of installations and the launching of a project;
- (6) "studies" means activities needed to prepare project implementation, such as preparatory, mapping, feasibility, evaluation, testing and validation studies, including in the form of software, and any other technical support measure, including prior action to define and develop a project and decide on its financing, such as reconnaissance of the sites concerned and preparation of the financial package;
- (7) 'programme support actions' means, at the level of the CEF, all accompanying measures necessary for its implementation and the implementation of the individual sector-specific guidelines, such as services, in particular the provision of technical assistance, including for the use of financial instruments, as well as preparatory, feasibility, coordination, monitoring, stakeholder consultation, control, audit and evaluation activities which are required directly for the management of the CEF and the achievement of its objectives. Programme support actions include, in particular, studies, meetings, infrastructure mapping, information, dissemination, communication and awareness raising actions, expenditure linked to IT tools and networks focusing on exchanges of information about the CEF, together with all other technical and administrative assistance expenditure incurred by the Commission that may be required for the management of the CEF or implementation of the individual sector-specific guidelines. Programme support actions also include activities required in order to facilitate the preparation of projects of common interest, in particular in the Member States, eligible for financing from the Cohesion Fund, with a view to obtaining financing under this Regulation or on the financial market. Programme support actions shall also include, where appropriate, meeting the costs of the Executive Agency entrusted by the Commission with the implementation of specific parts of the CEF ("Executive Agency");
- (8) "action" means any activity which has been identified as financially and technically independent, has a set time-frame and is necessary for the implementation of a project of common interest;
- (9) "eligible costs" has the same meaning as in Regulation (EU, Euratom) No 966/2012;
- (10) "beneficiary" means a Member State, an international organisation, or a public or private undertaking or body that has been selected to receive Union financial assistance under this Regulation and in accordance with the arrangements established in the relevant work programme referred to in Article 17;
- (11) "implementing body" means a public or private undertaking or body designated by a beneficiary, where the beneficiary is a Member State or an international organisation, to implement the action concerned. Such designation shall be decided upon by the beneficiary under its own responsibility and, if it requires the award of a procurement contract, in compliance with the applicable Union and national public procurement rules;
- (12) "comprehensive network" means the transport infrastructure identified in accordance with Chapter II of Regulation (EU) No 1315/2013;
- (13) "core network" means the transport infrastructure identified in accordance with Chapter III of Regulation (EU) No 1315/2013;
- (14) "core network corridors" means an instrument to facilitate the coordinated implementation of the core network as provided for in Chapter IV of Regulation (EU) No 1315/2013 and listed in Part I of Annex I to this Regulation;
- (15) "bottleneck" in the transport sector means a physical, technical or functional barrier which leads to a system break affecting the continuity of long-distance or cross-border flows and which can be surmounted by creating new infrastructure, or substantially upgrading existing infrastructure, that could bring significant improvements which will solve the bottleneck constraints;
- (16) "priority" means any priority electricity corridors, priority gas corridors or priority thematic areas designated in Regulation (EU) No 347/2013;
- (17) "telematic applications" means the applications as defined in Regulation (EU) No 1315/2013;
- (18) "energy infrastructure" means the infrastructure as defined in Regulation (EU) No 347/2013;
- (19) "synergies between sectors" means the existence, across at least two of the transport, telecommunications and energy sectors, of similar or complementary actions that may enable costs or results to be optimised through the pooling of financial, technical or human resources;
- (20) 'isolated network' means the rail network of a Member State, or a part thereof, as defined in Regulation (EU) No 1315/2013.

*Article 3***General objectives**

The CEF shall enable projects of common interest to be prepared and implemented within the framework of the trans-European networks policy in the sectors of transport, telecommunications and energy. In particular, the CEF shall support the implementation of those projects of common interest which aim at the development and construction of new infrastructures and services, or at the upgrading of existing infrastructures and services, in the transport, telecommunications and energy sectors. It shall give priority to missing links in the transport sector. The CEF shall also contribute to supporting projects with a European added value and significant societal benefits which do not receive adequate financing from the market. The following general objectives shall apply to the transport, telecommunications and energy sectors:

- (a) contributing to smart, sustainable and inclusive growth, in line with the Europe 2020 Strategy, by developing modern and high-performing trans-European networks which take into account expected future traffic flows, thus benefiting the entire Union in terms of improving competitiveness on the global market and economic, social and territorial cohesion in the internal market and creating an environment more conducive to private, public or public-private investment through a combination of financial instruments and Union direct support where projects could benefit from such a combination of instruments and by appropriately exploiting synergies across the sectors.

The achievement of this objective shall be measured by the volume of private, public or public-private partnership investment in projects of common interest, and in particular the volume of private investment in projects of common interest achieved through the financial instruments under this Regulation. Special focus shall be placed on the efficient use of public investment;

- (b) enabling the Union to achieve its sustainable development targets, including a minimum 20 % reduction of greenhouse gas emissions compared to 1990 levels and a 20 % increase in energy efficiency, and raising the share of renewable energy to 20 % by 2020, thus contributing to the Union's mid-term and long-term objectives in terms of decarbonisation, while ensuring greater solidarity among Member States.

*Article 4***Specific sectoral objectives**

1. Without prejudice to the general objectives set out in Article 3, the CEF shall contribute to the achievement of the specific sectoral objectives referred to in paragraphs 2, 3 and 4 of this Article.

2. In the transport sector, the CEF shall support projects of common interest, as identified in Article 7(2) of Regulation (EU) No 1315/2013, that pursue the objectives set out below, as further specified under Article 4 of that Regulation:

- (a) removing bottlenecks, enhancing rail interoperability, bridging missing links and, in particular, improving cross-border sections. The achievement of this objective shall be measured by:

- (i) the number of new or improved cross-border connections;
- (ii) the number of kilometres of railway line adapted to the European nominal gauge standard and fitted with ERTMS;
- (iii) the number of removed bottlenecks and sections of increased capacity on transport routes for all modes which have received funding from the CEF;
- (iv) the length of the inland waterway network by class in the Union; and
- (v) the length of the railway network in the Union upgraded following the requirements set out in Article 39(2) of Regulation (EU) No 1315/2013;

- (b) ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety. The achievement of this objective shall be measured by:

- (i) the number of supply points for alternative fuels for vehicles using the TEN-T core network for road transport in the Union;
- (ii) the number of inland and maritime ports of the TEN-T core network equipped with supply points for alternative fuels in the Union; and
- (iii) the reduction in casualties on the road network in the Union;

- (c) optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures. The achievement of this objective shall be measured by:

- (i) the number of multimodal logistic platforms, including inland and maritime ports and airports, connected to the railway network;
- (ii) the number of improved rail-road terminals, and the number of improved or new connections between ports through motorways of the sea;

- (iii) the number of kilometres of inland waterways fitted with RIS; and
- (iv) the level of deployment of the SESAR system, VTMS and ITS for the road sector.

The indicators referred to in this paragraph shall not apply to Member States which do not have a rail network or an inland waterway network, as appropriate.

Those indicators shall not constitute selection or eligibility criteria for actions for support from the CEF.

Indicative percentages reflecting the proportion of the overall budgetary resources referred to in point (a) of Article 5(1) to be allocated to each of the three transport-specific objectives are set out in Part IV of Annex I to this Regulation. The Commission shall not deviate from those indicative percentages by more than 5 percentage points;

3. In the energy sector, the CEF shall support projects of common interest that pursue one or more of the following objectives:

(a) increasing competitiveness by promoting the further integration of the internal energy market and the interoperability of electricity and gas networks across borders. The achievement of this objective shall be measured ex post by:

- (i) the number of projects effectively interconnecting Member States' networks and removing internal constraints;
- (ii) the reduction or elimination of Member States' energy isolation;
- (iii) the percentage of electricity cross-border transmission power in relation to installed electricity generation capacity in the relevant Member States;
- (iv) price convergence in the gas and/or electricity markets of the Member States concerned; and
- (v) the percentage of the highest peak demand of the two Member States concerned covered by reversible flow interconnections for gas;

(b) enhancing Union security of energy supply;

The achievement of this objective shall be measured ex post by:

- (i) the number of projects allowing diversification of supply sources, supplying counterparts and routes;
- (ii) the number of projects increasing storage capacity;
- (iii) system resilience, taking into account the number of supply disruptions and their duration;

- (iv) the amount of avoided curtailment of renewable energy;
- (v) the connection of isolated markets to more diversified supply sources;
- (vi) the optimal use of energy infrastructure assets;

(c) contributing to sustainable development and protection of the environment, inter alia by the integration of energy from renewable sources into the transmission network, and by the development of smart energy networks and carbon dioxide networks.

The achievement of this objective shall be measured ex post by:

- (i) the amount of renewable electricity transmitted from generation to major consumption centres and storage sites;
- (ii) the amount of avoided curtailment of renewable energy;
- (iii) the number of deployed smart grid projects which benefited from the CEF and the demand response enabled by them;
- (iv) the amount of CO₂ emissions prevented by the projects which benefited from the CEF.

The indicators referred to in this paragraph, used for the ex post measurement of the achievement of the objectives, shall not constitute selection or eligibility criteria for actions of support from the CEF.

The conditions of eligibility for Union financial assistance for projects of common interest are set out in Article 14 of Regulation (EU) No 347/2013, whilst the selection criteria for projects of common interest are set out in Article 4 of that Regulation.

4. In the telecommunications sector, the CEF shall support actions that pursue the objectives specified in a Regulation on guidelines for trans-European networks in the area of telecommunications infrastructure.

Article 5

Budget

1. The financial envelope for the implementation of the CEF for the period 2014 to 2020 is set at EUR 33 242 259 000 ⁽¹⁾ in current prices. That amount shall be distributed as follows:

(a) transport sector: EUR 26 250 582 000, of which EUR 11 305 500 000 shall be transferred from the Cohesion Fund to be spent in line with this Regulation exclusively in Member States eligible for funding from the Cohesion Fund;

⁽¹⁾ The financial envelope of the CEF for the period 2014 to 2020 in constant 2011 prices is EUR 29 300 000 000, distributed as follows: EUR 23 174 000 000, including EUR 10 000 000 000 for Cohesion countries (transport), EUR 5 126 000 000 (energy), EUR 1 000 000 000 (telecommunications).

(b) telecommunications sector: EUR 1 141 602 000;

(c) energy sector: EUR 5 850 075 000.

These amounts are without prejudice to the application of the flexibility mechanism provided for under Council Regulation (EU, Euratom) No 1311/2013 ⁽¹⁾.

2. The financial envelope for the implementation of the CEF shall cover expenses pertaining to:

(a) actions contributing to projects of common interest and programme support actions as provided for in Article 7;

(b) programme support actions consisting of technical and administrative assistance expenses incurred by the Commission for the management of the CEF, including those necessary to ensure the transition between the CEF and the measures adopted under Regulation (EC) No 680/2007, up to 1 % of the financial envelope; the costs of the Executive Agency shall be included under this ceiling.

3. Following the mid-term evaluation referred to in Article 27(1), the European Parliament and the Council may, upon a proposal by the Commission, transfer appropriations between the transport, telecommunications and energy sectors of the allocation set out in paragraph 1, with the exception of the amount of EUR 11 305 500 000 transferred from the Cohesion Fund to finance transport sector projects in the Cohesion Fund-eligible Member States.

4. The annual appropriations shall be authorised by the European Parliament and the Council within the limits of the multiannual financial framework for the years 2014-2020.

CHAPTER II

Forms of financing and financial provisions

Article 6

Forms of financial assistance

1. The CEF shall be implemented by one or more of the forms of financial assistance provided for by Regulation (EU, Euratom) No 966/2012, in particular, grants, procurement and financial instruments.

2. For the purposes of this Regulation, the work programmes referred to in Article 17 shall establish the forms of financial assistance, in particular grants, procurement and financial instruments.

3. The Commission may entrust, subject to a cost-benefit analysis, part of the implementation of the CEF to the bodies referred to in point (a) of Article 58(1) and Article 62 of Regulation (EU, Euratom) No 966/2012, and in particular to the Executive Agency, with a view to the optimum management and efficiency requirements of the CEF in the transport, telecommunications and energy sectors. The Commission may also

entrust part of the implementation of the CEF to the bodies referred to in point (c) of Article 58(1) of Regulation (EU, Euratom) No 966/2012.

Article 7

Eligibility and conditions for financial assistance

1. Only actions contributing to projects of common interest in accordance with Regulations (EU) No 1315/2013 and (EU) No 347/2013 and a Regulation on guidelines for trans-European networks in the area of telecommunications infrastructure, as well as programme support actions, shall be eligible for support through Union financial assistance in the form of grants, procurement and financial instruments.

2. In the transport sector, only actions contributing to projects of common interest in accordance with Regulation (EU) No 1315/2013 and programme support actions shall be eligible for support through Union financial assistance in the form of procurement and financial instruments under this Regulation. Only the following shall be eligible to receive Union financial assistance in the form of grants under this Regulation:

(a) actions implementing the core network in accordance with Chapter III of Regulation (EU) No 1315/2013, including the deployment of new technologies and innovation in accordance with Article 33 of that Regulation, and projects and horizontal priorities identified in Part I of Annex I to this Regulation;

(b) actions implementing the comprehensive network in accordance with Chapter II of Regulation (EU) No 1315/2013, when such actions contribute to bridging missing links, facilitating cross-border traffic flows or removing bottlenecks and when those actions also contribute to the development of the core network or interconnect core network corridors, or when such actions contribute to the deployment of ERTMS on principal routes of rail freight corridors as defined in the Annex to Regulation (EU) No 913/2010, up to a ceiling of 5 % of the financial envelope for transport as specified in Article 5 of this Regulation;

(c) studies for projects of common interest as defined in points (b) and (c) of Article 8(1) of Regulation (EU) No 1315/2013;

(d) studies for cross-border priority projects as defined in Annex III to Decision No 661/2010/EU of the European Parliament and of the Council ⁽²⁾;

(e) actions supporting projects of common interest as defined in points (a), (d) and (e) of Article 8(1) of Regulation (EU) No 1315/2013;

⁽¹⁾ Council Regulation (EU, Euratom) No 1311/2013 of 2 December 2013 laying down the multiannual financial framework for the years 2014-20 (OJ L 347, 20.12.2013, p. 884).

⁽²⁾ Decision No 661/2010/EU of the European Parliament and of the Council of 7 July 2010 on Union guidelines for the development of the trans-European transport network (OJ L 204, 5.8.2010, p. 1).

- (f) actions implementing transport infrastructure in nodes of the core network, including urban nodes, as defined in Article 41 of Regulation (EU) No 1315/2013;
- (g) actions supporting telematic applications systems in accordance with Article 31 of Regulation (EU) No 1315/2013;
- (h) actions supporting freight transport services in accordance with Article 32 of Regulation (EU) No 1315/2013;
- (i) actions to reduce rail freight noise, including by retrofitting existing rolling stock in cooperation with, inter alia, the railway industry;
- (j) programme support actions;
- (k) actions implementing safe and secure infrastructure in accordance with Article 34 of Regulation (EU) No 1315/2013;
- (l) actions supporting motorways of the sea as provided for in Article 21 of Regulation (EU) No 1315/2013.

Transport-related actions involving a cross-border section or a part of such a section shall be eligible to receive Union financial assistance only if there is a written agreement between the Member States concerned or between the Member States and third countries concerned relating to the completion of the cross-border section.

3. In the energy sector, all actions implementing those projects of common interest that relate to the priority corridors and areas referred to in Part II of Annex I to this Regulation and that meet the conditions set out in Article 14 of Regulation (EU) No 347/2013, as well as programme support actions, shall be eligible for Union financial assistance in the form of financial instruments, procurement and grants under this Regulation.

To allow for the most efficient use of the Union budget so as to enhance the multiplier effect of Union financial assistance, the Commission shall provide financial assistance as a priority in the form of financial instruments whenever appropriate, subject to market take-up and whilst respecting the ceiling for the use of financial instruments in accordance with Article 14(2) and Article 21(4).

4. In the telecommunications sector, all actions implementing the projects of common interest and programme support actions identified in a Regulation on guidelines for trans-European networks in the area of telecommunications infrastructure and meeting eligibility criteria laid down in accordance with that Regulation shall be eligible to receive Union financial assistance under this Regulation, as follows:

- (a) generic services, core service platforms and programme support actions shall be financed through grants and/or procurement;

- (b) actions in the field of broadband networks shall be financed through financial instruments.

5. Actions with synergies between sectors contributing to projects of common interest eligible under at least two Regulations referred to in point (1) of Article 2 shall be eligible to receive financial assistance under this Regulation for the purpose of multi-sectoral calls for proposals as referred to in Article 17(7) only if the components and costs of such an action can be clearly separated per sector within the meaning of paragraphs (2), (3) and (4) of this Article.

CHAPTER III

Grants

Article 8

Forms of grants and eligible costs

1. Grants under this Regulation may take any of the forms provided for by Regulation (EU, Euratom) No 966/2012.

The work programmes referred to in Article 17 of this Regulation shall establish the forms of grants that may be used to fund the actions concerned.

2. Without prejudice to Regulation (EU, Euratom) No 966/2012, expenditure for actions resulting from projects included in the first multiannual and annual work programmes may be eligible as from 1 January 2014.

3. Only expenditure incurred in Member States may be eligible, except where the project of common interest involves the territory of one or more third countries and where the action is indispensable to the achievement of the objectives of the project concerned.

4. The cost of equipment and infrastructure which is treated as capital expenditure by the beneficiary may be eligible up to its entirety.

5. Expenditure related to environmental studies on the protection of the environment and on compliance with the relevant Union law may be eligible.

6. Expenditure related to the purchase of land shall not be an eligible cost, except for funds transferred from the Cohesion Fund in the transport sector in accordance with a Regulation laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund and laying down general provision on the European Regional Development Fund, the European Social Fund and the Cohesion Fund.

7. Eligible costs shall include value added tax ("VAT") in accordance with point (c) of Article 126(3) of Regulation (EU, Euratom) No 966/2012.

As regards the amount of EUR 11 305 500 000 transferred from the Cohesion Fund to be spent in Member States eligible for funding from the Cohesion Fund, the eligibility rules concerning VAT shall be those applicable to the Cohesion Fund referred to in a Regulation laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund and laying down general provision on the European Regional Development Fund, the European Social Fund and the Cohesion Fund.

8. Rules on the eligibility of costs incurred by beneficiaries shall apply *mutatis mutandis* to costs incurred by implementing bodies.

Article 9

Conditions for participation

1. Proposals shall be submitted by one or more Member States or, with the agreement of the Member States concerned, by international organisations, joint undertakings, or public or private undertakings or bodies established in Member States.

2. Proposals may be submitted by entities which do not have legal personality under the applicable national law, provided that their representatives have the capacity to assume legal obligations on their behalf and offer a guarantee for the protection of the Union's financial interests equivalent to that offered by legal persons.

3. Proposals submitted by natural persons shall not be eligible.

4. Where necessary in order to achieve the objectives of a given project of common interest and where their participation is duly justified, third countries and entities established in third countries may participate in actions contributing to projects of common interest.

They may not receive financial assistance under this Regulation except where it is indispensable to the achievement of the objectives of a given project of common interest.

5. Multiannual and annual work programmes referred to in Article 17 may contain additional specific rules on the submission of proposals.

Article 10

Funding rates

1. Except in those cases referred to in Regulation (EU, Euratom) No 966/2012, proposals shall be selected on the basis of calls for proposals based on the work programmes referred to in Article 17 of this Regulation.

2. In the transport sector, the amount of Union financial assistance shall not exceed:

(a) with regard to grants for studies, 50 % of the eligible costs;

(b) with regard to grants for works:

(i) for railway networks, and road networks in the case of Member States with no railway network established in their territory or in the case of a Member State, or part thereof, with an isolated network without long-distance rail freight transport: 20 % of the eligible costs; the funding rate may be increased to a maximum of 30 % for actions addressing bottlenecks and to 40 % for actions concerning cross-border sections and actions enhancing rail interoperability;

(ii) for inland waterways: 20 % of the eligible costs; the funding rate may be increased to a maximum of 40 % for actions addressing bottlenecks and to a maximum of 40 % for actions concerning cross-border sections;

(iii) for inland transport, connections to and the development of multimodal logistics platforms including connections to inland and maritime ports and airports, as well as the development of ports: 20 % of the eligible costs;

(iv) for actions to reduce rail freight noise including by retrofitting existing rolling stock: 20 % of the eligible costs up to a combined ceiling of 1 % of the budgetary resources referred to in point (a) of Article 5(1);

(v) for better accessibility to transport infrastructure for disabled persons: 30 % of the eligible cost of adaptation works, not exceeding in any case 10 % of the total eligible cost of works;

(vi) for actions supporting new technologies and innovation for all modes of transport: 20 % of the eligible costs;

(vii) for actions to support cross-border road sections: 10 % of the eligible costs;

(c) with regard to grants for telematic applications systems and services:

(i) for land-based components of the ERTMS, of the SESAR system, of RIS and of VTMS: 50 % of the eligible costs;

(ii) for land-based components of ITS for the road sector: 20 % of the eligible costs;

(iii) for on-board components of ERTMS: 50 % of the eligible costs;

(iv) for on-board components of the SESAR system, of RIS, of VTMS and of ITS for the road sector: 20 % of the eligible costs, up to a combined ceiling of 5 % of the budgetary resources referred to in point (a) of Article 5(1);

(v) for actions to support the development of motorways of the sea: 30 % of the eligible costs.

The Commission shall create conditions conducive to the development of projects involving motorways of the sea with third countries;

(vi) for telematic applications systems other than those mentioned in points (i) to (iv), freight transport services and secure parkings on the road core network: 20 % of the eligible costs.

3. In the energy sector, the amount of Union financial assistance shall not exceed 50 % of the eligible cost of studies and/or works. The funding rates may be increased to a maximum of 75 % for actions which, based on the evidence referred to in Article 14(2) of Regulation (EU) No 347/2013, provide a high degree of regional or Union-wide security of supply, strengthen the solidarity of the Union or comprise highly innovative solutions.

4. In the telecommunications sector, the amount of Union financial assistance shall not exceed:

(a) for actions in the field of generic services: 75 % of the eligible costs;

(b) for horizontal actions including infrastructure mapping, twinning and technical assistance: 75 % of the eligible costs.

The core service platforms shall be typically funded by procurement. In exceptional cases, they may be funded by a grant covering up to 100 % of eligible costs, without prejudice to the co-financing principle.

5. The funding rates may be increased by up to 10 percentage points over the percentages laid down in paragraphs 2, 3 and 4 for actions with synergies between at least two of the sectors covered by the CEF. This increase shall not apply to the funding rates referred to in Article 11.

6. The amount of financial assistance to be granted to the actions selected shall be modulated on the basis of a cost-benefit analysis of each project, the availability of Union budget resources and the need to maximise the leverage of Union funding.

Article 11

Specific calls for funds transferred from the Cohesion Fund in the transport sector

1. As regards the amount of EUR 11 305 500 000 transferred from the Cohesion Fund to be spent exclusively in

Member States eligible for funding from the Cohesion Fund, specific calls shall be launched for projects implementing the core network or for projects and horizontal priorities identified in Part I of Annex I exclusively in Member States eligible for funding from the Cohesion Fund.

2. Applicable rules for the transport sector under this Regulation shall apply to such specific calls. Until 31 December 2016, the selection of projects eligible for financing shall respect the national allocations under the Cohesion Fund. With effect from 1 January 2017, resources transferred to the CEF which have not been committed to a transport infrastructure project shall be made available to all Member States eligible for funding from the Cohesion Fund, to finance transport infrastructure projects in accordance with this Regulation.

3. In order to support Member States eligible for funding from the Cohesion Fund which may experience difficulties in designing projects that are of sufficient maturity and/or quality and which have sufficient added value for the Union, particular attention shall be given to programme support actions aimed at strengthening institutional capacity and the efficiency of public administrations and public services in relation to the development and implementation of projects listed in Part I of Annex I. To ensure the highest possible absorption of the transferred funds in all Member States eligible for funding from the Cohesion Fund, the Commission may organise additional calls.

4. The amount of EUR 11 305 500 000 transferred from the Cohesion Fund may be used to commit budgetary resources to financial instruments under this Regulation only as from 1 January 2017. From that date, the amount of EUR 11 305 500 000 transferred from the Cohesion Fund may be used to commit budgetary resources to projects for which contractual commitments have already been entered into by the entrusted entities.

5. Notwithstanding Article 10, and as regards the amount of EUR 11 305 500 000 transferred from the Cohesion Fund to be spent exclusively in Member States eligible for funding from the Cohesion Fund, the maximum funding rates shall be those applicable to the Cohesion Fund as referred to in a Regulation laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund and laying down general provision on the European Regional Development Fund, the European Social Fund and the Cohesion Fund for the following:

(a) actions with regard to grants for studies;

(b) actions with regard to grants for works:

(i) railways and inland waterways;

- (ii) actions to support cross-border road sections and, in the case of Member States with no rail networks, the TEN-T road network;
- (iii) actions for inland transport, connections to and the development of multimodal logistics platforms including connections to inland and maritime ports and airports, including automatic gauge-changing facilities, and the development of ports including ice-breaking capacities, as well as interconnecting points, with particular attention being given to rail connections, except in the case of Member States with no rail network;
- (c) actions with regard to grants for telematic applications systems and services:
 - (i) ERTMS, RIS and VTMS, the SESAR system and ITS for the road sector;
 - (ii) other telematic applications systems;
 - (iii) actions to support the development of motorways of the sea;
- (d) actions with regard to grants to support new technologies and innovation for all modes of transport.

Article 12

Cancellation, reduction, suspension and termination of the grant

1. Except in duly justified cases, the Commission shall cancel financial assistance granted for studies which have not been started within one year following the start date laid down in the conditions governing the granting of aid or within two years of that date for all other actions eligible for financial assistance under this Regulation.
2. The Commission may suspend, reduce, recover or terminate financial assistance in accordance with the conditions set out in Regulation (EU, Euratom) No 966/2012 or following an evaluation of the progress of the project, in particular in the event of major delays in the implementation of the action.
3. The Commission may require the complete or partial reimbursement of the financial assistance granted if, within two years of the completion date laid down in the conditions governing the granting of aid, the implementation of the action receiving the financial assistance has not been completed.
4. Before the Commission takes any of the decisions provided for in paragraphs 1, 2 and 3 of this Article, it shall examine the case comprehensively in coordination with the bodies respectively mentioned in Article 6(3) and consult the

beneficiaries concerned so that they may present their observations within a reasonable time-frame. After the mid-term evaluation, the Commission shall notify the European Parliament and the Council of all decisions taken on the annual adoption of the work programmes under Article 17.

CHAPTER IV

Procurement

Article 13

Procurement

1. Public procurement procedures carried out by the Commission or one of the bodies referred to in Article 6(3) on its own behalf or jointly with Member States may:
 - (a) provide for specific conditions, such as the place of performance of the procured activities, where such conditions are duly justified by the objectives of the actions and provided such conditions do not infringe Union and national public procurement principles;
 - (b) authorise the multiple award of contracts within the same procedure ("multiple sourcing").
2. Where duly justified and required by the implementation of the actions, paragraph 1 may also apply to procurement procedures carried out by beneficiaries of grants.

CHAPTER V

Financial instruments

Article 14

Types of financial instruments

1. Financial instruments set up in accordance with Title VIII of Regulation (EU, Euratom) No 966/2012 may be used to facilitate access to finance by entities implementing actions contributing to projects of common interest as defined in Regulations (EU) No 1315/2013 and (EU) No 347/2013 and in a Regulation on guidelines for trans-European networks in the area of telecommunications infrastructure, and to the achievement of their objectives. The financial instruments shall be based on ex-ante assessments of market imperfections or sub-optimal investment situations and investment needs. The main terms, conditions and procedures for each financial instrument are laid down in Part III of Annex I to this Regulation.
2. The overall contribution from the Union budget to the financial instruments shall not exceed 10 % of the overall financial envelope of the CEF as referred to in Article 5(1).
3. All financial instruments established under Regulation (EC) No 680/2007 and the risk-sharing instrument for project bonds established under Decision No 1639/2006/EC may, if applicable and subject to a prior evaluation, be merged together with those under this Regulation.

The merging of project bonds shall be subject to the interim report to be carried out in the second half of 2013 as defined in Regulation (EC) No 680/2007 and in Decision No 1639/2006/EC. The Project Bond Initiative shall start up progressively within a ceiling of EUR 230 000 000 during the years 2014 and 2015. The full implementation of the initiative shall be subject to independent full-scale evaluation to be carried out in 2015 as provided for in Regulation (EC) No 680/2007 and in Decision No 1639/2006/EC. In the light of that evaluation, taking into account all options, the Commission shall consider proposing appropriate regulatory changes, including legislative changes, in particular if the predicted market uptake is not satisfactory or in the event that sufficient alternative sources of long-term debt financing become available.

4. The following financial instruments may be used:

- (a) equity instruments, such as investment funds with a focus on providing risk capital for actions contributing to projects of common interest;
- (b) loans and/or guarantees facilitated by risk-sharing instruments, including the credit enhancement mechanism for project bonds, backing individual projects or portfolios of projects issued by a financial institution on its own resources with a Union contribution to the provisioning and/or capital allocation.

Article 15

Conditions for granting financial assistance through financial instruments

1. Actions supported by means of financial instruments shall be selected on the basis of maturity and shall seek sectoral diversification in accordance with Articles 3 and 4 as well as geographical balance across the Member States. They shall:

- (a) represent European added value;
- (b) respond to the objectives of the Europe 2020 Strategy;
- (c) present a leverage effect with regard to Union support, i.e. aim at mobilising a global investment exceeding the size of the Union contribution according to the indicators defined in advance.

2. The Union, any Member State and other investors may provide financial assistance in addition to contributions received by financial instruments, provided that the Commission agrees to any changes to the eligibility criteria of actions and/or the investment strategy of the instrument which may be necessary due to the additional contribution.

3. The financial instruments shall aim to enhance the multiplier effect of Union spending by attracting additional resources from private investors. The financial instruments may generate acceptable returns to meet the objectives of

other partners or investors, whilst aiming to preserve the value of assets provided by the Union budget.

4. Financial instruments under this Regulation may be combined with grants funded from the Union budget.

5. The Commission may lay down additional conditions in the work programmes referred to in Article 17 according to the specific needs of the transport, telecommunications and energy sectors.

Article 16

Actions in third countries

Actions in third countries may be supported by means of the financial instruments if those actions are necessary for the implementation of a project of common interest.

CHAPTER VI

Programming, implementation and control

Article 17

Multiannual and/or annual work programmes

1. The Commission shall adopt, by means of implementing acts, multiannual and annual work programmes for each of the transport, telecommunications and energy sectors. The Commission may also adopt multiannual and annual work programmes that cover more than one sector. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 25(2).

2. The Commission shall review the multiannual work programmes at least at mid-term. If necessary, it shall revise the multiannual work programme by means of an implementing act. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 25(2).

3. The Commission shall adopt the multiannual work programmes in the transport sector for projects of common interest as listed in Part I of Annex I.

The amount of the financial envelope shall lie within a range of 80 % to 85 % of the budgetary resources referred to in point (a) of Article 5(1).

The projects detailed in Part I of Annex I are not binding on the Member States for their programming decisions. The decision to implement those projects is a competence of Member States and depends on public financing capacities, and on their socio-economic viability in accordance with Article 7 of Regulation (EU) No 1315/2013.

4. The Commission shall adopt the annual work programmes for the transport, telecommunications and energy sectors for projects of common interest which are not included in the multiannual work programmes.

5. The Commission, when adopting multiannual and sectoral annual work programmes, shall establish the selection and award criteria in line with the objectives and priorities laid down in Articles 3 and 4 of this Regulation and in Regulations (EU) No 1315/2013 and (EU) No 347/2013 or in a Regulation on guidelines for trans-European networks in the area of telecommunications infrastructure. When setting the award criteria, the Commission shall take into account the general orientations laid down in Part V of Annex I to this Regulation.

6. In the energy sector, in the first two annual work programmes, priority consideration shall be given to projects of common interest and related actions aimed at ending energy isolation and eliminating energy bottlenecks, and at the completion of the internal energy market.

7. Work programmes shall be coordinated in such a way as to exploit the synergies between transport, energy and telecommunications, in particular in such areas as smart energy grids, electric mobility, intelligent and sustainable transport systems, joint rights of way or infrastructure coupling. The Commission shall adopt at least one multi-sectoral call for proposals for actions eligible under Article 7(5), with the financial amounts allocated for each sector being weighted according to each sector's relative involvement in the eligible costs of the actions selected for financing under the CEF.

Article 18

Granting of Union financial assistance

1. Following every call for proposals based on a multiannual or annual work programme as referred to in Article 17, the Commission, acting in accordance with the examination procedure referred to in Article 25, shall decide on the amount of financial assistance to be granted to the projects selected or to parts thereof. The Commission shall specify the conditions and methods for their implementation.

2. The beneficiaries and the Member States concerned shall be informed by the Commission of any financial assistance to be granted.

Article 19

Annual instalments

The Commission may divide budgetary commitments into annual instalments. In that case, it shall commit the annual instalments taking into account the progress of the actions receiving financial assistance, their estimated needs and the budget available.

The Commission shall communicate to the beneficiaries of grants, to the Member States concerned and, if applicable for financial instruments, to the financial institutions concerned an indicative timetable covering the commitment of the individual annual instalments.

Article 20

Carry-over of annual appropriations

Appropriations which have not been used at the end of the financial year for which they were entered shall be carried over in accordance with Regulation (EU, Euratom) No 966/2012.

Article 21

Delegated acts

1. Subject to the approval of the Member State(s) concerned as provided for in the second paragraph of Article 172 TFEU, the Commission shall be empowered to adopt delegated acts in accordance with Article 26 of this Regulation concerning the modification of Part I of Annex I to this Regulation, to take account of changing financing priorities in the trans-European networks and of changes relating to projects of common interest identified in Regulation (EU) No 1315/2013. When amending Part I of Annex I to this Regulation, the Commission shall ensure:

- (a) that the projects of common interest in accordance with Regulation (EU) No 1315/2013 are likely to be realised fully or partly under the multiannual financial framework for the years 2014-2020;
- (b) that the modifications comply with the eligibility criteria set out in Article 7 of this Regulation;
- (c) as regards Part I of Annex I to this Regulation, that all sections include infrastructure projects the realisation of which will necessitate their inclusion in a multiannual work programme under Article 17(3) of this Regulation, without changing the alignment of the core network corridors.

2. The Commission shall be empowered to adopt delegated acts in accordance with Article 26 of this Regulation to modify the main terms, conditions and procedures laid down in Part III of Annex I to this Regulation governing the Union contribution to each financial instrument established under the Debt Framework or Equity Framework laid down in Part III of Annex I to this Regulation in accordance with the results of the interim report and the independent full -scale evaluation of the pilot phase of the Europe 2020 Project Bond Initiative established under Decision No 1639/2006/EC and Regulation (EC) No 680/2007, and in order to take into account changing market conditions with a view to optimising the design and implementation of the financial instruments under this Regulation.

When amending Part III of Annex I to this Regulation in the cases set out in the first subparagraph, the Commission shall at all times ensure that:

- (a) the amendments are made in accordance with the requirements laid down in Regulation (EU, Euratom) No 966/2012, including the ex ante evaluation referred to in point (f) of Article 140(2) thereof, and
- (b) the amendments are limited to:
 - (i) modification of the threshold of the subordinated debt financing as referred to in I.1(a) and I.1(b) of Part III of Annex I to this Regulation, with a view to seeking sectoral diversification and geographical balance across the Member States in accordance with Article 15;

- (ii) modification of the threshold of the senior debt financing as referred in I.1(a) of Part III of Annex I to this Regulation, with a view to seeking sectoral diversification and geographical balance across the Member States in accordance with Article 15;
- (iii) the combination with other sources of funding as referred in I.3 and II.3 of Part III of Annex I;
- (iv) the selection of entrusted entities as referred in I.4 and II.4 of Part III of Annex I; and
- (v) pricing, risk and revenue-sharing as referred in I.6 and II.6 of Part III of Annex I.

3. In the transport sector, and within the general objectives set out in Article 3 and the specific sectoral objectives referred to in Article 4(2), the Commission shall be empowered to adopt delegated acts in accordance with Article 26 detailing the funding priorities to be reflected in the work programmes referred to in Article 17 for the duration of the CEF for eligible actions under Article 7(2). The Commission shall adopt a delegated act by 22 December 2014.

4. The Commission shall be empowered to adopt delegated acts in accordance with Article 26 to raise the ceiling set out in Article 14(2) up to 20 %, provided the following conditions are met:

- (i) the evaluation of the pilot phase of the Project Bond Initiative carried out in 2015 is positive; and
- (ii) the take-up of financial instruments exceeds 8 % in terms of project contractual commitments.

5. Where it proves necessary to deviate from the allocation for a specific transport objective by more than five percentage points, the Commission shall be empowered to adopt delegated acts in accordance with Article 26 to amend the indicative percentages set out in Part IV of Annex I.

6. The Commission shall be empowered to adopt delegated acts in accordance with Article 26 to modify the list of general orientations in Part V of Annex I to be taken into account when setting award criteria in order to reflect the mid-term evaluation of this Regulation or conclusions drawn from its implementation. This shall be done in a manner compatible with the respective sectoral guidelines.

Article 22

Responsibility of beneficiaries and Member States

Within their respective responsibilities, and without prejudice to the obligations incumbent on beneficiaries under the conditions governing grants, beneficiaries and Member States shall make every effort to implement the projects of common interest which receive Union financial assistance granted under this Regulation.

Member States shall undertake the technical monitoring and financial control of actions in close cooperation with the Commission and shall certify that the expenditure incurred in respect of projects or parts thereof has been disbursed and that the disbursement was in conformity with the relevant rules. The Member States may request the Commission to participate during on-the-spot checks and inspections.

Member States shall inform the Commission annually, if relevant through an interactive geographical and technical information system, about the progress made in implementing projects of common interest and the investments made for this purpose, including the amount of support used with a view to attaining climate-change objectives. On that basis, the Commission shall make public, and update at least annually, information about the specific projects under the CEF.

Article 23

Compliance with Union policies and Union law

Only actions which are in conformity with Union law and which are in line with the relevant Union policies shall be financed under this Regulation.

Article 24

Protection of the Union's financial interests

1. The Commission shall take appropriate measures to ensure that, when actions financed under this Regulation are implemented, the financial interests of the Union are protected by the application of preventive measures against fraud, corruption and any other illegal activities, by effective checks and, if irregularities are detected, by the recovery of the amounts unduly paid and, where appropriate, by effective, proportionate and dissuasive administrative and financial penalties.

2. The Commission or its representatives and the Court of Auditors shall have the power to audit, on the basis of documents and on the spot checks, the actions of all grant beneficiaries, implementing bodies, contractors and subcontractors who have received Union funds under this Regulation.

3. The European Anti-Fraud Office (OLAF) may carry out investigations, including on-the-spot checks and inspections, in accordance with the provisions and procedures laid down in Regulation (EU, Euratom) No 883/2013 of the European Parliament and of the Council⁽¹⁾ and Council Regulation (Euratom, EC) No 2185/96⁽²⁾, with a view to establishing whether there has been fraud, corruption or any other illegal activity affecting the financial interests of the Union in connection with a grant agreement or grant decision or a contract funded under this Regulation.

⁽¹⁾ Regulation (EU, Euratom) No 883/2013 of the European Parliament and of the Council of 11 September 2013 concerning investigations conducted by the European Anti-Fraud Office (OLAF) and repealing Regulation (EC) No 1073/1999 of the European Parliament and of the Council and Council Regulation (Euratom) No 1074/1999 (OJ L 248, 18.9.2013, p. 1).

⁽²⁾ Council Regulation (Euratom, EC) No 2185/96 of 11 November 1996 concerning on-the-spot checks and inspections carried out by the Commission in order to protect the European Communities' financial interests against fraud and other irregularities (OJ L 292, 15.11.1996, p. 2).

4. Without prejudice to paragraphs 1, 2 and 3, cooperation agreements with third countries and with international organisations, grant agreements and grants decisions and contracts resulting from the implementation of this Regulation shall contain provisions expressly empowering the Commission, the Court of Auditors and OLAF to conduct such audits and investigations, according to their respective competences.

TITLE II

GENERAL AND FINAL PROVISIONS

Article 25

Committee procedure

1. The Commission shall be assisted by the CEF Coordination Committee. The Committee shall be a committee within the meaning of Regulation (EU) No 182/2011.

2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

3. The committee shall ensure a horizontal overview of the work programmes referred to in Article 17 to ensure that they are consistent and that synergies are identified, exploited and assessed between the transport, telecommunications and energy sectors. It shall seek, in particular, to coordinate those work programmes with a view to allowing multi-sectoral calls for proposals.

Article 26

Exercise of delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 21 shall be conferred on the Commission from 1 January 2014 to 31 December 2020.

3. The delegation of power referred to in Article 21 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the *Official Journal of the European Union* or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

5. A delegated act adopted pursuant to Article 21 shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and to the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Article 27

Evaluation

1. No later than 31 December 2017, the Commission, in cooperation with the Member States and beneficiaries concerned, shall prepare an evaluation report to be presented to the European Parliament and the Council by the Commission on the achievement of the objectives of all the measures (at the level of results and impacts), the efficiency of the use of resources and the European added value of the CEF, with a view to deciding on the renewal, modification or suspension of the measures. The evaluation shall also address the scope for simplification, the internal and external coherence of the measures, the continued relevance of all objectives and their contribution to the Union priorities of smart, sustainable and inclusive growth, including their impact on economic, social and territorial cohesion. The evaluation report shall include an assessment of the economies of scale made by the Commission at a financial, technical and human level when managing the CEF and, where applicable, of the total number of projects harnessing the synergies between the sectors. That assessment shall also examine how to make financial instruments more effective. The evaluation report shall take into account evaluation results concerning the long-term impact of the predecessor measures.

2. The CEF shall take into account the independent full-scale evaluation of the Europe 2020 Project Bond Initiative, to be carried out in 2015. On the basis of that evaluation, the Commission and the Member States shall assess the relevance of the Europe 2020 Project Bond Initiative and its effectiveness in increasing the volume of investment in priority projects and enhancing the efficiency of Union spending.

3. The Commission shall carry out ex post evaluation in close cooperation with the Member States and beneficiaries. The ex post evaluation shall examine the effectiveness and efficiency of the CEF and its impact on economic, social and territorial cohesion, as well as its contribution to the Union priorities of smart, sustainable and inclusive growth and the scale and results of support used with a view to attaining climate-change objectives.

4. Evaluations shall take account of progress as measured against the performance indicators referred to in Articles 3 and 4.

5. The Commission shall communicate the conclusions of those evaluations to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions.

6. The Commission and the Member States, assisted by the other possible beneficiaries, may undertake an evaluation of the methods of carrying out projects as well as the impact of their implementation, in order to assess whether the objectives, including those relating to environmental protection, have been attained.

7. The Commission may request a Member State concerned by a project of common interest to provide a specific evaluation of the actions and the linked projects financed under this Regulation or, where appropriate, to supply it with the information and assistance required to undertake an evaluation of such projects.

*Article 28***Information, communication and publicity**

1. Beneficiaries and, where appropriate, Member States concerned shall ensure that suitable publicity is given, and transparency applied, to aid granted under this Regulation in order to inform the public of the role of the Union in the implementation of the projects.

2. The Commission shall implement information and communication actions relating to the CEF projects and results. Resources allocated to communication actions under Article 5(2) shall also contribute to the corporate communication of the political priorities of the Union as far as they are related to the general objectives referred to in Article 3.

*Article 29***Amendment of Regulation (EU) No 913/2010**

Regulation (EU) No 913/2010 is hereby amended as follows:

The Annex to Regulation (EU) No 913/2010 is replaced by the text of Annex II to this Regulation. Consequently, the rail freight corridors revised shall remain subject to the provisions of Regulation (EU) No 913/2010.

*Article 30***Transitional provisions**

This Regulation shall not affect the continuation or modification, including the total or partial cancellation, of the projects concerned, until their closure, or of financial assistance awarded by the Commission pursuant to Regulations (EC) No 680/2007 and (EC) No 67/2010, or any other law applying to that assistance on 31 December 2013, which shall continue to apply to the actions concerned until their closure.

*Article 31***Repeal**

Without prejudice to Article 30 of this Regulation, Regulations (EC) No 680/2007 and (EC) No 67/2010 are repealed with effect from 1 January 2014.

*Article 32***Entry into force**

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 1 January 2014.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Strasbourg, 11 December 2013.

For the European Parliament

The President

M. SCHULZ

For the Council

The President

V. LEŠKEVIČIUS

ANNEX I

PART I

LIST OF PRE-IDENTIFIED PROJECTS ON THE CORE NETWORK IN THE TRANSPORT SECTOR

1. Horizontal Priorities

Innovative management & services	Single European Sky – SESAR system
Innovative management & services	Telematic applications systems for road, rail, inland waterways and vessels (ITS, ERTMS, RIS and VTMS)
Innovative management & services	Core network ports, motorways of the sea (MoS) and airports, safe and secure infrastructure
New technologies and innovation	New technologies and innovation in accordance with points (a) to (d) of Article 33 of Regulation (EU) No 1315/2013

2. Core network corridors

Baltic – Adriatic

ALIGNMENT:

Gdynia – Gdańsk – Katowice/Ślasków

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

Graz – Maribor – Ljubljana – Koper/Trieste

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

Gdynia - Katowice	Rail	Works
Gdynia, Gdańsk	Ports	Port interconnections, (further) development of multimodal platforms
Warszawa - Katowice	Rail	Works
Wrocław – Poznań – Szczecin/Świnoujście	Rail	Works
Świnoujście, Szczecin	Port	Port interconnections
Bielsko Biala – Žilina	Road	Works
Katowice - Ostrava - Brno - Wien & Katowice - Žilina - Bratislava - Wien	Rail	Works, in particular cross-border sections PL-CZ, CZ-AT, PL-SK and SK-AT, Brno-Přerov line; (further) development of multimodal platforms and airport-rail interconnections

Wien - Graz - Klagenfurt - Udine - Venezia - Ravenna	Rail	Partial construction of new lines (Semmering Base Tunnel and Koralm Railway line), rail upgrading; works ongoing; (further) development of multimodal platforms; upgrading of existing two-track line between Udine - Cervignano and Trieste
Graz - Maribor - Pragersko	Rail	Studies and works for second track
Trieste, Venenezia, Ravenna, Koper	Ports	Port interconnections; (further) development of multimodal platforms

North Sea – Baltic

ALIGNMENT:

Helsinki – Tallinn – Rīga

Ventspils – Rīga

Rīga – Kaunas

Klaipėda – Kaunas – Vilnius

Kaunas – Warszawa

BY border – Warszawa – Poznań – Frankfurt/Oder – Berlin – Hamburg

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 INCLUDING PROJECTS:

Helsinki - Tallinn	Ports, MoS	Port interconnections; (further) development of multimodal platforms and their interconnections; icebreaking capacity; MoS
Tallinn - Rīga - Kaunas - Warszawa	Rail	(Detailed) studies for new UIC gauge fully interoperable line; works for new line to start before 2020; upgrading and new line on PL territory; rail – airports/ports interconnections, rail-road terminals, MoS
Ventspils – Rīga	Rail	Upgrading, port interconnections, MoS
Klaipėda – Kaunas	Rail	Upgrading, port interconnections, MoS
Kaunas – Vilnius	Rail	Upgrading, airports interconnections, rail-road terminals
Via Baltica Corridor	Road	Works for cross-border sections (EE, LV, LT, PL)
BY border - Warszawa - Poznań - DE border	Rail	Works on existing line, studies for high-speed rail

PL Border - Berlin - Hannover - Amsterdam/Rotterdam	Rail	Studies and upgrading of several sections (Amsterdam – Utrecht – Arnhem; Hannover – Berlin)
Wilhelmshaven - Bremerhaven - Bremen	Rail	Studies and works
Berlin - Magdeburg – Hannover, Mittel-landkanal, western German canals, Rhine, Waal, Noordzeekanaal, IJssel, Twentekanaal	IWW	Studies, works for better navigability and upgrading waterways and locks
Amsterdam locks & Amsterdam - Rijnkanaal	IWW	Locks studies ongoing; port: interconnections (studies and works, including Beatrix lock upgrade)

Mediterranean

ALIGNMENT:

Algeciras – Bobadilla – Madrid – Zaragoza – Tarragona

Sevilla – Bobadilla – Murcia

Cartagena – Murcia – Valencia – Tarragona

Tarragona – Barcelona – Perpignan – Marseille/Lyon – Torino – Novara – Milano – Verona – Padova – Venezia – Ravenna/Trieste/Koper – Ljubljana – Budapest

Ljubljana/Rijeka – Zagreb – Budapest – UA border

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

Algeciras - Madrid	Rail	Studies ongoing, works to be launched before 2015, to be completed 2020
Sevilla - Antequera - Granada - Almería - Cartagena - Murcia - Alicante - Valencia	Rail	Studies and works
Madrid-Zaragoza-Barcelona	Rail	Upgrading of existing lines (gauge, sidings, platforms)
Valencia - Tarragona - Barcelona	Rail	Construction between 2014 - 2020
Barcelona	Port	Interconnections rail with port and airport
Barcelona - Perpignan	Rail	Cross-border section, works ongoing, new line completed by 2015, upgrading existing line (gauge, sidings, platforms)
Perpignan - Montpellier	Rail	Bypass Nîmes - Montpellier to be operational in 2017, Montpellier - Perpignan for 2020
Lyon	Rail	Relieving Lyon bottlenecks: studies and works
Lyon – Avignon – Marseille	Rail	Upgrading
Lyon - Torino	Rail	Cross-border section, works base tunnel; studies and works access routes
Milano - Brescia	Rail	Partially, upgrading and, partially, new high-speed line
Brescia - Venezia - Trieste	Rail	Works to start before 2014 on several sections in synergy with upgrading actions undertaken in overlapping stretches as in the Baltic-Adriatic Corridor
Milano – Cremona- Mantova – Porto Levante/Venezia – Ravenna/Trieste	IWW	Studies and works

Cremona, Mantova, Venezia, Ravenna, Trieste	Inland Ports	Port interconnections, (further) development of multimodal platforms
Trieste - Divača	Rail	Studies and partial upgrading ongoing; cross-border section to be realised until after 2020
Koper - Divača - Ljubljana – Pragersko	Rail	Studies and upgrading/partially, new line
Rijeka – Zagreb – Budapest	Rail	Studies and works (including construction of new track and second track between Rijeka and HU border)
Rijeka	Port	Infrastructure upgrading and development, development of multimodal platforms and interconnections
Ljubljana – Zagreb	Rail	Studies and works
Ljubljana node	Rail	Rail node Ljubljana, including multi-modal platform; rail airport interconnection
Pragersko - Zalău	Rail	Cross-border section: studies, works to start before 2020
Lendava - Letenye	Road	Cross-border upgrading
Boba- Székesfehérvár	Rail	Upgrading
Budapest-Miskolc-UA border	Rail	Upgrading
Vásárosnamény-UA border	Road	Cross-border upgrading

Orient/East-Med

ALIGNMENT:

Hamburg – Berlin

Rostock – Berlin – Dresden

Bremerhaven/Wilhelmshaven – Magdeburg – Dresden

Dresden – Ústí nad Labem – Mělník/Praha - Kolín

Kolín – Pardubice – Brno – Wien/Bratislava – Budapest – Arad – Timișoara – Craiova – Calafat – Vidin – Sofia

Sofia – Plovdiv – Burgas

Plovdiv – TR border

Sofia – Thessaloniki – Athína – Piraeus – Lemesos – Lefkosia

Athína – Patras/Igoumenitsa

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

Dresden - Praha	Rail	Studies for high-speed rail
Praha	Rail	Upgrading, freight bypass; rail connection airport
Hamburg – Dresden – Praha – Pardubice	IWW	Elbe and Vltava studies, works for better navigability and upgrading
Děčín locks	IWW	Studies

Praha - Brno - Břeclav	Rail	Upgrading, including rail node Brno and multi-modal platform
Břeclav – Bratislava	Rail	Cross-border, upgrading
Bratislava – Hegyeshalom	Rail	Cross-border, upgrading
Mosonmagyaróvár – SK Border	Road	Cross-border upgrading
Tata – Bátorbágy	Rail	Upgrading
Budapest – Arad – Timișoara – Calafat	Rail	Upgrading in HU nearly completed, ongoing in RO
Vidin – Sofia – Burgas/TR border Sofia – Thessaloniki – Athína/Piraeus	Rail	Studies and works Vidin – Sofia – Thessaloniki – Athína; upgrading Sofia – Burgas/TR border
Vidin – Craiova	Road	Cross-border upgrading
Thessaloniki, Igoumenitsa	Port	Infrastructure upgrading and development, multimodal interconnections
Athína/Piraeus/Heraklion – Lemesos	Port, MoS	Port capacity and multimodal interconnections
Lemesos – Lefkosia	Ports, multimodal platforms	Upgrading of modal interconnection, including Lefkosia south orbital, studies and works, traffic management systems
Lefkosia – Larnaca	Multimodal platforms	Multimodal interconnections and telematic applications systems
Patras	Port	Port interconnections, (further) development of multimodal platforms
Athína - Patras	Rail	Studies and works, port interconnections

Scandinavian – Mediterranean

ALIGNMENT:

RU border – Hamina/Kotka – Helsinki – Turku/Naantali – Stockholm – Malmö

Oslo – Göteborg – Malmö – Trelleborg

Malmö – København – Kolding/Lübeck – Hamburg – Hannover

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 INCLUDING PROJECTS:

Hamina/Kotka – Helsinki	Port, rail	Port interconnections, rail upgrading, icebreaking capacities
Helsinki	Rail	Airport-rail connection
RU border – Helsinki	Rail	Works ongoing

Helsinki – Turku	Rail	Upgrading
Turku/Naantali – Stockholm	Ports, MoS	Port interconnections, icebreaking capacity
Stockholm - Malmö (Nordic Triangle)	Rail	Works ongoing on specific sections
Trelleborg - Malmö – Göteborg – NO border	Rail, port, MoS	Works, multimodal platforms and port hinterland connections
Fehmarn	Rail	Studies ongoing, construction works Fehmarn Belt fixed link to start in 2015
København - Hamburg via Fehmarn: access routes	Rail	Access routes DK to be completed by 2020, access routes DE to be completed in 2 steps: one-track electrification with the completion of the fixed link and two-track seven years later
Rostock	Ports, MoS	Interconnections ports with rail; low-emission ferries; ice-breaking capacity
Rostock - Berlin - Nürnberg	Rail	Studies and upgrading
Hamburg/Bremen - Hannover	Rail	Studies ongoing
Halle – Leipzig – Nürnberg	Rail	Works ongoing, to be completed by 2017
München – Wörgl	Rail	Access to Brenner Base tunnel and cross-border section: studies
Brenner Base Tunnel	Rail	Studies and works
Fortezza - Verona	Rail	Studies and works
Napoli - Bari	Rail	Studies and works
Napoli – Reggio Calabria	Rail	Upgrading
Verona – Bologna	Rail	Upgrading ongoing
Ancona, Napoli, Bari, La Spezia, Livorno	Ports	Port interconnections, (further) development of multimodal platforms
Messina - Catania – Augusta/Palermo	Rail	Upgrading (remaining sections)
Palermo/Taranto - Valletta/Marsaxlokk	Ports, MoS	Port interconnections
Valletta - Marsaxlokk	Port, airport	Upgrading of modal interconnection, including Marsaxlokk-Luqa-Valletta
Bologna – Ancona	Rail	Upgrading

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 INCLUDING PROJECTS:

Genova	Port	Port interconnections
Genova - Milano/Novara - CH border	Rail	Studies; works starting before 2020
Basel – Antwerpen/Rotterdam - Amsterdam	IWW	Works for better navigability
Karlsruhe - Basel	Rail	Works ongoing
Frankfurt - Mannheim	Rail	Studies ongoing
Liège	Rail	Port and airport rail connection
Rotterdam – Zevenaar	Rail	Studies ongoing, upgrading
Zevenaar - Emmerich - Oberhausen	Rail	Works ongoing
Zeebrugge – Gent – Antwerpen - DE border	Rail	Upgrading

Atlantic

ALIGNMENT:

Algeciras – Bobadilla – Madrid

Sines / Lisboa – Madrid – Valladolid

Lisboa – Aveiro – Leixões/Porto

Aveiro – Valladolid – Vitoria – Bergara – Bilbao/Bordeaux – Paris – Le Havre/Metz – Mannheim/Strasbourg

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

High-speed rail Sines/Lisboa - Madrid	Rail, ports	Studies and works ongoing, upgrading of modal interconnection ports of Sines/Lisboa
High-speed rail Porto - Lisboa	Rail	Studies ongoing
Rail connection Aveiro – Salamanca – Medina del Campo	Rail	Cross-border: works ongoing
Rail connection Bergara - San Sebastián - Bayonne	Rail	Completion expected in ES by 2016, in FR by 2020
Bayonne - Bordeaux	Rail	Ongoing public consultation
Bordeaux - Tours	Rail	Works ongoing
Paris	Rail	Southern high-speed bypass
Baudrecourt - Mannheim	Rail	Upgrading
Baudrecourt - Strasbourg	Rail	Works ongoing, to be completed 2016
Le Havre - Paris	IWW	Upgrading
Le Havre - Paris	Rail	Studies, upgrading
Le Havre	Port, Rail	Studies and works on port capacity, MoS and inter-connections

North Sea – Mediterranean

ALIGNMENT:

Belfast – Baile Átha Cliath/Dublin – Corcaigh/Cork

Glasgow/Edinburgh – Liverpool/Manchester – Birmingham

Birmingham – Felixstowe/London /Southampton

London – Lille – Brussel/Bruxelles

Amsterdam – Rotterdam – Antwerpen – Brussel/Bruxelles – Luxembourg

Luxembourg – Metz – Dijon – Macon – Lyon – Marseille

Luxembourg – Metz – Strasbourg – Basel

Antwerpen/Zeebrugge – Gent – Dunkerque/Lille – Paris

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

Corcaigh/Cork - Dublin - Baile Átha Cliath/Belfast	Rail	Studies and works; Baile Átha Cliath/Dublin Interconnector (DART);
Belfast	Port, multimodal connections	Upgrading
Glasgow - Edinburgh	Rail	Upgrading
Manchester – Liverpool	Rail	Upgrading and electrification, including Northern Hub
Birmingham – Reading – Southampton	Rail	Upgrading of the freight line
Baile Átha Cliath/Dublin, Corcaigh/Cork, Southampton	Ports, rail	Studies and works on port capacity, MoS and interconnections
Dunkerque	Port	Further development of multimodal platforms and interconnections
Calais - Paris	Rail	Preliminary studies
Bruxelles/Brussel	Rail	Studies and works (North-South connection for conventional and high-speed)
Felixstowe – Midlands	Rail, port, multimodal platforms	Rail upgrading, interconnections port and multimodal platforms
Maas, including Maaswerken	IWW	Upgrading
Albertkanaal/Canal Bocholt-Herentals	IWW	Upgrading
Rhine-Scheldt corridor: Volkeraklock and Kreekaklock, Krammerlock and Lock Hansweert	IWW	Locks: studies ongoing
Terneuzen	Maritime	Locks: studies ongoing; works
Terneuzen - Gent	IWW	Studies, upgrading
Zeebrugge	Port	Locks: studies, interconnections (studies and works)

Antwerpen	Maritime, port, rail	Locks: studies ongoing; port: interconnections (including second rail access to the port of Antwerpen)
Rotterdam - Antwerpen	Rail	Upgrading rail freight line
Canal Seine Nord; Seine - Escaut	IWW	Studies and works; upgrading including cross-border and multimodal connections
Dunkerque – Lille	IWW	Studies ongoing
Antwerpen, Bruxelles/Brussels, Charleroi	IWW	Upgrading
Waterways upgrade in Wallonia	IWW	Studies, upgrading, intermodal connections
Brussel/Bruxelles - Luxembourg - Strasbourg	Rail	Works ongoing
Antwerpen – Namur - LUX border – FR border	Rail	Upgrading of rail freight line
Strasbourg - Mulhouse - Basel	Rail	Upgrading
Rail Connections Luxembourg - Dijon - Lyon (TGV Rhin - Rhône)	Rail	Studies and works
Lyon	Rail	Eastern bypass: studies and works
Canal Saône - Moselle/Rhin	IWW	Preliminary studies ongoing
Rhône	IWW	Upgrading
Port of Marseille-Fos	Port	Interconnections and multimodal terminals
Lyon - Avignon - Port de Marseille - Fos	Rail	Upgrading

Rhine – Danube

ALIGNMENT:

Strasbourg – Stuttgart – München – Wels/Linz

Strasbourg – Mannheim – Frankfurt – Würzburg – Nürnberg – Regensburg – Passau – Wels/Linz

München/Nürnberg – Praha – Ostrava/Přerov – Žilina – Košice – UA border

Wels/Linz – Wien – Bratislava – Budapest – Vukovar

Wien/Bratislava – Budapest – Arad – Braşov/Craiova – Bucureşti – Constanţa – Sulina

PRE-IDENTIFIED SECTIONS INCLUDING PROJECTS:

Rail connection Strasbourg - Kehl Appenweier	Rail	Works interconnection Appenweier
Karlsruhe - Stuttgart - München	Rail	Studies and works ongoing
Ostrava/Přerov – Žilina – Košice – UA border	Rail	Upgrading, multimodal platforms
Zlín – Žilina	Road	Cross-border road section
München – Praha	Rail	Studies and works
Nürnberg – Praha	Rail	Studies and works

München - Mühldorf - Freilassing - Salzburg	Rail	Studies and works ongoing
Salzburg - Wels	Rail	Studies
Nürnberg - Regensburg - Passau - Wels	Rail	Studies and works
Rail connection Wels - Wien	Rail	Completion expected by 2017
Wien – Bratislava / Wien – Budapest / Bratislava – Budapest	Rail	Studies high-speed rail (including the alignment of the connections between the three cities)
Budapest - Arad	Rail	Studies for high-speed network between Budapest and Arad
Komárom – Komárno	IWW	Studies and works for cross-border bridge
Arad - Braşov - Bucureşti - Constanţa	Rail	Upgrading of specific sections; studies high-speed
Main – Main-Donau-Canal	IWW	Studies and works on several sections and bottlenecks; inland waterway ports: multimodal interconnections with rail
Slavonski Brod	Port	Studies and works
Giurgiu, Galaţi	Port	Further development of multimodal platforms and connections with the hinterland: studies and works
Danube (Kehlheim Constanţa/Midia/Sulina)	IWW	Studies and works on several sections and bottlenecks; inland waterway ports: multimodal interconnections
Sava	IWW	Studies and works on several sections and bottlenecks (including cross-border bridge)
Bucureşti – Dunăre Canal	IWW	Studies & works
Constanţa	Port, MoS	Port interconnections, MoS (including icebreaking services)
Craiova – Bucureşti	Rail	Studies and works

3. Other Sections on the Core Network

Sofia to FYROM border	Cross-border	Rail	Studies ongoing
Sofia to Serbian border	Cross-border	Rail	Studies ongoing
Timișoara – Serbia border	Cross-border	Rail	Studies ongoing
Wrocław – Praha	Cross-border	Rail	Studies
Nowa Sól – Hradec Králové	Cross-border	Road	Works
Brno – AT border	Cross-border	Road	Upgrading
Budapest – Zvolen	Cross-border	Road	Upgrading
Budapest – SRB Border	Cross-border	Rail	Studies
Bothnian Corridor: Luleå – Oulu	Cross-border	Rail	Studies and works

Iași- MD border	Cross-border	Rail	Studies ongoing and works
Suceava-UA border	Cross-border	Rail	Studies and works
Priority Projects as defined in Annex III of Decision No 661/2010/EU (Prague - Linz, New High-capacity rail: Central Trans-Pyrenees crossing, "Iron Rhine" (Rheidt-Antwerpen))	Cross-border	Rail	Studies ongoing
Târgu Neamț-Ungheni	Cross-border	Road	Upgrading
Marijampolė-Kybartai (LT/RU border)	Cross-border	Road	Upgrading
Vilnius-LT/BY border	Cross-border	Road	Upgrading
Ioannina- Kakavia(EL/AL border)	Cross-border	Road	Studies
Kleidi- Polikastro – Evzonoi(EL/FYROM border)	Cross-border	Road	Upgrading
Serres- Promahonas – EL/BG border	Cross-border	Road	Works ongoing
Alexandroupoli – Kipoi EL/TR border	Cross-border	Road	Studies and works
Dubrovnik – HR/ME border	Cross-border	Road	Works
Kędzierzyn Koźle – Chałupki-granica	Cross-border	Rail	Works
A Coruña - Vigo - Palencia Gijón - Palencia	Bottleneck	Rail, MoS	Works ongoing (including ports and multimodal platforms)
Frankfurt – Fulda – Erfurt – Berlin	Bottleneck	Rail	Studies
Rail Egnatia	Bottleneck	Rail	Studies ongoing
Sundsvall – Umeå – Luleå	Bottleneck	Rail	Studies and works
Zagreb – SR border	Bottleneck	Rail	Studies and works
A Coruña - Madrid (high-speed passenger service)	Bottleneck	Rail	Works ongoing
Stockholm – Gävle – Sundsvall	Other core network	Rail	Works
Mjölby – Hallsberg – Gävle	Other core Network	Rail	Works
Bothnian – Kiruna – NO border	Other core network	Rail	Studies and works
Milford Haven – Swansea – Cardiff	Other core network	Rail	Upgrading
Rail connection Sionainn/Shannon Faing/Foyne - Gabhal Luimnigh/ Limerick junction	Other core network	Rail	studies
High Speed 2	Other core network	Rail	Studies & works for a high-speed line London – Midlands

UA Border – Kraków – Katowice – Wrocław – Dresden	Other core network	Rail	Works
Riga – RU/BY border	Other core network	Rail	Upgrading
Vilnius – BY border	Other core network	Rail	Upgrading, airport inter-connection
Kybartai – Kaunas	Other core network	Rail	Upgrading
Tallinn – Tartu – Koidula – RU border	Other core network	Rail	Upgrading
Marseille – Toulon – Nice – Ventimiglia – Genova	Other core network	Rail	Studies high-speed
Bordeaux – Toulouse	Other core network	Rail	Studies high-speed
Helsinki – Oulu	Other core network	Rail	Upgrading of sections
Bilbao – Pamplona – Zaragoza – Sagunto	Other core network	Rail	Studies and works
Brunsbüttel - Kiel (Nord-Ostseecanal)	Other core network	IWW	Optimisation of navigation status
Cardiff - Bristol - London	Other core network	Rail	Upgrading, including Crossrail
Alba-Iulia – Turda – Dej – Suceava – Pașcani – Iași	Other core network	Rail	Studies and works
București - Buzău	Other core network	Rail	Rail infrastructure improvement and repair, and connections with the hinterland
Ruhr area - Münster - Osnabrück - Hamburg	Other core network	Rail	Upgrading of the section Münster - Lünen (doubletrack)
Nantes - Tours - Lyon	Other core network	Rail	Studies and works
Ploiești-Suceava	Other core network	Rail	Studies
Heraklion	Other core network	Airport, combined transport infrastructure/ systems	Studies and construction works, upgrade and development infrastructure, multimodal interconnections
Huelva – Sevilla	Other core network	Rail	Works ongoing
Fredericia-Frederikshavn	Other core network	Rail	Upgrading, including electrification
Barcelona – Valencia – Livorno	Other core network	MoS	Upgrading

PART II

LIST OF INFRASTRUCTURE PRIORITY CORRIDORS AND AREAS IN THE ENERGY SECTOR

1. **Priority electricity corridors**

- (1) Northern Seas offshore grid ("NSOG"): integrated offshore electricity grid development and the related interconnectors in the North Sea, the Irish Sea, the English Channel, the Baltic Sea and neighbouring waters to transport electricity from renewable offshore energy sources to centres of consumption and storage and to increase cross-border electricity exchange.

Member States concerned: Belgium, Denmark, France, Germany, Ireland, Luxembourg, the Netherlands, Sweden, the United Kingdom;

- (2) North-South electricity interconnections in Western Europe ("NSI West Electricity"): interconnections between Member States of the region and with the Mediterranean area including the Iberian peninsula, notably to integrate electricity from renewable energy sources and reinforce internal grid infrastructures to foster market integration in the region.

Member States concerned: Austria, Belgium, France, Germany, Ireland, Italy, Luxembourg, Netherlands, Malta, Portugal, Spain, the United Kingdom;

- (3) North-South electricity interconnections in Central Eastern and South Eastern Europe ("NSI East Electricity"): interconnections and internal lines in North-South and East-West directions to complete the internal market and integrate generation from renewable energy sources.

Member States concerned: Austria, Bulgaria, Croatia, Czech Republic, Cyprus, Germany, Greece, Hungary, Italy, Poland, Romania, Slovakia, Slovenia;

- (4) Baltic Energy Market Interconnection Plan in electricity ("BEMIP Electricity"): interconnections between Member States in the Baltic region and reinforcing internal grid infrastructures accordingly, to end isolation of the Baltic States and to foster market integration, inter alia by working towards the integration of renewable energy in the region;

Member States concerned: Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, and Sweden.

2. **Priority gas corridors**

- (1) North-South gas interconnections in Western Europe ("NSI West Gas"): gas infrastructure for North-South gas flows in Western Europe to further diversify routes of supply and increase short-term gas deliverability.

Member States concerned: Belgium, Denmark, France, Germany, Ireland, Italy, Luxembourg, Malta, the Netherlands, Portugal, Spain, the United Kingdom;

- (2) North-South gas interconnections in Central Eastern and South Eastern Europe ("NSI East Gas"): gas infrastructure for regional connections between and in the Baltic Sea region, the Adriatic and Aegean Seas, the Eastern Mediterranean Sea and the Black Sea, and to enhance diversification and security of gas supply;

Member States concerned: Austria, Bulgaria, Croatia, Cyprus, Czech Republic, Germany, Greece, Hungary, Italy, Poland, Romania, Slovakia, Slovenia;

- (3) Southern Gas Corridor ("SGC"): infrastructure for the transmission of gas from the Caspian Basin, Central Asia, the Middle East and the Eastern Mediterranean Basin to the Union, to enhance diversification of gas supply.

Member States concerned: Austria, Bulgaria, Croatia, Czech Republic, Cyprus, France, Germany, Hungary, Greece, Italy, Poland, Romania, Slovakia, Slovenia;

- (4) Baltic Energy Market Interconnection Plan in gas ("BEMIP Gas"): gas infrastructure to end the isolation of the three Baltic States and Finland and their dependency on a single supplier, to reinforce internal grid infrastructures accordingly, and to increase diversification and security of supplies in the Baltic Sea region;

Member States concerned: Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, and Sweden.

3. Priority thematic areas

- (1) Smart grids deployment: adoption of smart grid technologies across the Union to efficiently integrate the behaviour and actions of all users connected to the electricity network, in particular the generation of large amounts of electricity from renewable or distributed energy sources and demand response by consumers;

Member States concerned: all;

- (2) Electricity highways: first electricity highways by 2020, with a view to building an electricity highways system across the Union that is capable of:

(a) accommodating ever-increasing wind surplus generation in and around the Northern and Baltic Seas and increasing renewable generation in the East and South of Europe and also North Africa;

(b) connecting these new generation hubs with major storage capacities in the Nordic countries, the Alps and other regions with major consumption centres, and

(c) coping with an increasingly variable and decentralised electricity supply and flexible electricity demand;

Member States concerned: all;

- (3) Cross-border carbon dioxide network: development of carbon dioxide transport infrastructure between Member States and with neighbouring third countries with a view to the deployment of carbon dioxide capture and storage.

Member States concerned: all.

PART III

TERMS, CONDITIONS AND PROCEDURES OF FINANCIAL INSTRUMENTS

Objective and rationale

The objective of the financial instruments under the CEF is to facilitate infrastructure projects' access to project and corporate financing by using Union funding as leverage.

The financial instruments shall help finance projects of common interest with a clear European added value, and facilitate greater private sector involvement in the long-term financing of such projects in the transport, telecommunications and energy sectors, including broadband networks.

The financial instruments shall benefit projects with medium- to long-term financing needs and shall produce greater benefits in terms of market impact, administrative efficiency and resource use.

They shall provide to infrastructure stakeholders such as financiers, public authorities, infrastructure managers, construction companies and operators a coherent market-oriented toolbox of Union financial assistance.

The financial instruments shall consist of:

- (a) an instrument for loans and guarantees facilitated by risk-sharing instruments, including credit enhancement mechanisms to project bonds ('Debt Instrument'); and

- (b) an instrument for equity ('Equity Instrument'),

which shall help to overcome market constraints by improving the financing and/or risk profiles of the infrastructure investments. This, in turn, shall enhance the access of firms and other beneficiaries to loans, guarantees, equity and other forms of private financing.

Prior to the finalisation of the design of the Debt and Equity Instruments, the Commission shall carry out an ex-ante assessment in accordance with Regulation (EU, Euratom) No 966/2012. Evaluations of existing, comparable financial instruments shall, where appropriate, contribute to that assessment.

I. Debt instrument**1. General provisions**

The goal of the Debt Instrument shall be to contribute to overcoming deficiencies of the European debt capital markets by offering risk-sharing for debt financing. Debt financing shall be provided by entrusted entities or dedicated investment vehicles in the form of senior and subordinated debt or guarantees.

The Debt Instrument shall consist of a risk-sharing instrument for loans and guarantees and of the Project Bond Initiative. The project promoters may, in addition, seek equity financing under the Equity Instrument.

a. Risk-sharing instrument for loans and guarantees

The risk-sharing instrument for loans and guarantees shall be designed to create additional risk capacity in the entrusted entities. This shall allow the entrusted entities to provide funded and unfunded subordinated and senior debt to projects and corporates in order to facilitate promoters' access to bank financing. If the debt financing is subordinated, it shall rank behind the senior debt but ahead of equity and related financing related to equity.

The unfunded subordinated debt financing shall not exceed 30 % of the total amount of the senior debt issued.

The senior debt financing provided under the Debt Instrument shall not exceed 50 % of the total amount of the overall senior debt financing provided by the entrusted entity or the dedicated investment vehicle.

b. Project Bond Initiative

The risk-sharing instrument for project bonds shall be designed as a subordinated debt financing in order to facilitate financing for project companies raising senior debt in the form of bonds. This credit enhancement instrument shall aim at helping the senior debt to achieve an investment grade credit rating.

It shall rank behind the senior debt but ahead of equity and financing related to equity.

The subordinated debt financing shall not exceed 30 % of the total amount of the senior debt issued.

2. Financial parameters and leverage

Risk- and revenue-sharing parameters shall be set in such a way that specific policy objectives, including targeting of particular categories of projects, can be achieved while still preserving the market-oriented approach of the Debt Instrument.

The expected leverage of the Debt Instrument — defined as the total funding (i.e. Union contribution plus contributions from other financial sources) divided by the Union contribution — shall be expected to range from 6 to 15, depending on the type of operations involved (level of risk, target beneficiaries, and the debt financing concerned).

3. Combination with other sources of funding

Funding from the Debt Instrument may be combined with other ring-fenced budgetary contributions listed below, subject to the rules laid down in Regulation(EU, Euratom) No 966/2012 and the relevant legal base:

(a) other parts of the CEF;

(b) other instruments, programmes and budget lines in the Union budget;

(c) Member States, including regional and local authorities, that wish to contribute own resources or resources available from the funds under the cohesion policy without changing the nature of the instrument.

4. Implementation

Entrusted entities

Entrusted entities shall be selected in accordance with Regulation (EU, Euratom) No 966/2012.

The implementation under indirect management mode may take the form of direct mandates to entrusted entities. For instruments under direct mandates (i.e. in indirect management mode), the entrusted entities shall manage the Union contribution to the Debt Instrument and shall be risk-sharing partners.

In addition, the setting-up of dedicated investment vehicles may be envisaged to allow the pooling of contributions from multiple investors. The Union contribution may be subordinated to that of other investors.

Design and implementation

The design shall be aligned with the general provisions for financial instruments set out in Regulation (EU, Euratom) No 966/2012.

The detailed terms and conditions for implementing the Debt Instrument, including monitoring and control, shall be laid down in an agreement between the Commission and a respective entrusted entity, taking into account the provisions laid down in this Annex and in Regulation (EU, Euratom) No 966/2012.

Fiduciary account

The entrusted entity shall set up a fiduciary account to hold the Union contribution and revenues resulting from the Union contribution.

5. *Use of the Union contribution*

The Union contribution shall be used:

- (a) towards risk provisioning;
- (b) to cover agreed fees and costs associated with the establishment and management of the Debt Instrument, including its evaluation and support actions, which have been determined in line with Regulation (EU, Euratom) No 966/2012 and market practice. The administrative and performance-based fees to be paid to the entrusted entity shall not exceed 2 % and 3 % respectively of the Union contribution effectively used for individual operations, on the basis of a cost-based agreed methodology between the Commission and the entrusted entities;
- (c) for directly related support actions.

6. *Pricing, risk and revenue sharing*

The Debt Instruments shall bear a price, to be charged to the beneficiary, in accordance with the relevant rules and criteria of the entrusted entities or dedicated investment vehicles and in line with best market practices.

As regards direct mandates to entrusted entities, the risk-sharing pattern shall be reflected in an appropriate sharing between the Union and the entrusted entity of the risk remuneration charged by the entrusted entity to its borrowers.

As regards dedicated investment vehicles, the risk-sharing pattern shall be reflected in an appropriate sharing between the Union and the other investors of the risk remuneration charged by the dedicated investment vehicle to its borrowers.

Notwithstanding the risk-sharing pattern chosen, the entrusted entity shall always share a portion of the defined risk and shall always bear the full residual risk tranche.

The maximum risk covered by the Union budget shall not exceed 50 % of the risk of the target debt portfolio under the debt instrument. The maximum risk-taking ceiling of 50 % shall apply to the target size of dedicated investment vehicles.

7. *Application and approval procedure*

Applications shall be addressed to the entrusted entity or a dedicated investment vehicle, respectively, in accordance with their standard application procedures. The entrusted entities and the dedicated investment vehicles shall approve the projects in accordance with their internal procedures.

8. *Duration of the Debt Instrument*

The last tranche of the Union contribution to the Debt Instrument shall be committed by the Commission by 31 December 2020. The actual approval of debt financing by the entrusted entities or the dedicated investment vehicles shall be finalised by 31 December 2022.

9. *Expiry*

The Union contribution allocated to the Debt Instrument shall be reimbursed to the relevant fiduciary account as debt financing expires or is repaid. The fiduciary account shall maintain sufficient funding to cover fees or risks related to the Debt Instrument until its expiry.

10. *Reporting*

The reporting methods on the implementation of the Debt Instrument shall be agreed by the Commission in the agreement and the entrusted entity in line with Regulation (EU, Euratom) No 966/2012.

In addition, the Commission shall, with the support of the entrusted entities, report annually to the European Parliament and the Council until 2023 on implementation, the prevailing market conditions for the use of the instrument, the updated projects and the project pipeline including information on projects at different stages of the procedure while respecting confidentiality and sensitive market information in accordance with Article 140(8) of Regulation (EU, Euratom) No 966/2012.

11. *Monitoring, control and evaluation*

The Commission shall monitor the implementation of the Debt Instrument, including through on-the-spot controls as appropriate, and shall perform verification and controls in line with Regulation (EU, Euratom) No 966/2012.

12. *Support Actions*

The implementation of the Debt Instrument may be supported by a set of accompanying measures. These may include, amongst other measures, technical and financial assistance, measures to raise the awareness of capital providers and schemes to attract private investors.

The European Investment Bank shall, at the request of the European Commission or the Member States concerned, provide technical assistance, including on financial structuring to projects of common interest, including the ones implementing the core network corridors as listed in Part I. Such technical assistance shall also include support to administrations in order to develop appropriate institutional capacity.

II. **Equity instrument**

1. *General provisions*

The goal of the Equity Instrument shall be to contribute to overcoming the deficiencies of European capital markets by providing equity and quasi-equity investments.

The maximum amounts of the Union contribution shall be limited as follows:

- 33 % of the target equity fund size; or
- co-investment by the Union in a project shall not exceed 30 % of the total equity of a company.

The project promoters may, in addition, seek debt financing under the Debt Instrument.

2. *Financial parameters and leverage*

Investment parameters shall be set in such a way that specific policy objectives, including the targeting of particular categories of infrastructure projects, can be achieved while still preserving the market-oriented approach of this instrument.

The expected leverage of the Equity Instrument — defined as the total funding (i.e. the Union contribution plus all contributions from other investors) divided by the Union contribution — shall be expected on average to range from 5 to 10, depending on market specificities.

3. *Combination with other sources of funding*

Funding from the Equity Instrument may be combined with other ring-fenced budgetary contributions listed below, subject to the rules of Regulation (EU, Euratom) No 966/2012 and the relevant legal base:

- (a) other parts of the CEF;
- (b) other instruments, programmes and budget lines in the Union budget; and

- (c) Member States, including regional and local authorities, that wish to contribute own resources or resources available from the funds under the cohesion policy without changing the nature of the instrument.

4. *Implementation*

Entrusted entities

Entrusted entities shall be selected in accordance with Regulation (EU, Euratom) No 966/2012.

The implementation under indirect management mode may take the form of direct mandates to entrusted entities, in indirect management mode. For instruments under direct mandates (i.e. in indirect management mode), the entrusted entities shall manage the Union contribution to the Equity Instrument.

In addition, the setting-up of dedicated investment vehicles may be envisaged to allow the pooling of contributions from multiple investors. The Union contribution may be subordinated to that of other investors.

In duly justified cases, in order to achieve specific policy objectives, the Union contribution may be provided to a specific project by an entrusted entity as a co-investment.

Design and implementation

The design shall be aligned with the general provisions for financial instruments set out in Regulation (EU, Euratom) No 966/2012.

The detailed terms and conditions for implementing the Equity Instrument, including its monitoring and control, shall be laid down in an agreement between the Commission and a respective entrusted entity, taking into account the provisions laid down in this Annex and in Regulation (EU, Euratom) No 966/2012.

Fiduciary account

The entrusted entity shall set up a fiduciary account to hold the Union contribution and revenues resulting from the Union contribution.

5. *Use of the Union contribution*

The Union contribution shall be used:

- (a) towards equity participations;
- (b) to cover agreed fees and costs associated with the establishment and management of the Equity Instrument, including its evaluation, which have been determined in line with Regulation (EU, Euratom) No 966/2012 and market practice; and
- (c) for directly related support actions.

6. *Pricing, risk and revenue sharing*

The equity remuneration shall comprise the customary return components allocated to equity investors and shall depend on the performance of the underlying investments.

7. *Application and approval procedure*

Applications shall be addressed to the entrusted entity or a dedicated investment vehicle, respectively, in accordance with their standard application procedures. The entrusted entities and the dedicated investment vehicles shall approve the projects in accordance with their internal procedures.

8. *Duration of the Equity Instrument*

The last tranche of the Union contribution to the Equity Instrument shall be committed by the Commission by 31 December 2020. The actual approval of equity investments by the entrusted entities or the dedicated investment vehicles shall be finalised by 31 December 2022.

9. *Expiry*

Union contribution allocated to the Equity Instrument shall be reimbursed to the relevant fiduciary account as investments are exited or otherwise mature. The fiduciary account shall maintain sufficient funding to cover fees or risks related to the Equity Instrument until its expiry.

10. Reporting

Annual reporting methods on the implementation of the Equity Instrument shall be agreed by the Commission and the entrusted entity in the agreement in line with Regulation (EU, Euratom) No 966/2012.

In addition, the Commission, with the support of the entrusted entities, shall report on implementation annually to the European Parliament and the Council until 2023 in accordance with Article 140(8) of Regulation (EU, Euratom) No 966/2012.

11. Monitoring, control and evaluation

The Commission shall monitor the implementation of the Equity Instrument, including through on-the-spot controls as appropriate, and shall perform verification and controls in line with the Regulation (EU, Euratom) No 966/2012.

12. Support actions

The implementation of the Equity Instrument may be supported by a set of accompanying measures. These may include, amongst other measures, technical and financial assistance, measures to raise the awareness of capital providers, and schemes to attract private investors.

PART IV

INDICATIVE PERCENTAGES FOR SPECIFIC TRANSPORT OBJECTIVES

The budgetary resources referred to in point (a) of Article 5(1), excluding those allocated to programme support actions, shall be distributed to the transport-specific objectives as defined in Article 4(2) as follows:

- (a) removing bottlenecks, enhancing rail interoperability, bridging missing links and, in particular, improving cross-border sections - 80 %;
- (b) ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows as well as enabling the decarbonisation of all modes of transport through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety - 5 %;
- (c) optimising the integration and interconnection of transport modes and enhancing interoperability of transport services, while ensuring the accessibility of transport infrastructures, and taking into account the ceiling for on-board components of the SESAR system, RIS, VTMS and of ITS for the road sector referred to in point (vi) of Article 10(2)(b) - 15 %.

The amount of EUR 11 305 500 000 transferred from the Cohesion Fund shall be spent entirely on projects implementing the core network or for projects and horizontal priorities identified in Part I of this Annex.

PART V

LIST OF GENERAL ORIENTATIONS TO BE TAKEN INTO ACCOUNT WHEN SETTING AWARD CRITERIA

When setting award criteria in accordance with Article 17(5), at least the following general orientations shall be taken into account:

- (a) maturity of the action in the project development;
 - (b) soundness of the implementation plan proposed;
 - (c) stimulating effect of Union support on public and private investment, when applicable;
 - (d) the need to overcome financial obstacles, such as the lack of market finance;
 - (e) when applicable, the economic, social, climate and environmental impact, and accessibility;
 - (f) the cross-border dimension, when applicable.
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ANNEX II

"ANNEX

LIST OF INITIAL FREIGHT CORRIDORS

	Member States	Principal routes ⁽¹⁾	Establishment of freight corridors:
"Rhine-Alpine"	NL, BE, DE, IT	Zeebrugge-Antwerpen/Amsterdam/Vlissingen (*)/Rotterdam-Duisburg-[Basel]-Milano- Genova	By 10 November 2013
"North Sea – Mediterranean"	NL, BE, LU, FR, UK (*)	Glasgow (*)/Edinburgh (*)/Southampton (*)/Felixstowe (*)-London (*)/Dunkerque (*)/Lille (*)/Liège (*)/Paris (*)/Amsterdam (*)-Rotterdam-Zeebrugge (*)/Antwerpen-Luxembourg-Metz-Dijon-Lyon/[Basel]-Marseille (*)	By 10 November 2013
"Scandinavian – Mediterranean"	SE, DK, DE, AT, IT	Stockholm/[Oslo] (*)/Trelleborg (*)-Malmö-København-Hamburg-Innsbruck-Verona-La Spezia (*)/Livorno (*)/Ancona (*)/Taranto (*)/Augusta (*)/ Palermo	By 10 November 2015
"Atlantic"	PT, ES, FR, DE (*)	Sines-Lisboa/Leixões — Madrid-Medina del Campo/ Bilbao/San Sebastian-Irun-Bordeaux-Paris/Le Havre/Metz – Strasbourg (*)/Mannheim (*) Sines-Elvas/Algeciras	By 10 November 2013
"Baltic – Adriatic"	PL, CZ, SK, AT, IT, SI	Swinoujscie (*)/Gdynia-Katowice-Ostrava/Žilina-Bratislava/Wien/Klagenfurt-Udine-Venezia/ Trieste/ /Bologna/Ravenna Graz-Maribor-Ljubljana-Koper/Trieste	By 10 November 2015
"Mediterranean"	ES, FR, IT, SI, HU, HR (*)	Almería-Valencia/Algeciras/Madrid-Zaragoza/Barcelona-Marseille-Lyon-Turin-Milano-Verona-Padova/Venezia-Trieste/ Koper- Ljubljana-Budapest Ljubljana (*)/Rijeka (*)-Zagreb (*)-Budapest-Zahony (Hungarian-Ukrainian border)	By 10 November 2013
"Orient/East-Med"	CZ, AT, SK, HU, RO, BG, EL, DE (*)	— Bucureşti-Constanţa Bremerhaven (*)/Wilhelmshaven (*)/Rostock (*)/Hamburg (*)-Praha-Vienna/Bratislava-Budapest — Vidin-Sofia-Burgas (*)/Svilengrad (*) (Bulgarian-Turkish border)/ Promachonas-Thessaloniki- Athína-Patras (*)	By 10 November 2013
"North Sea – Baltic" (1)	DE, NL, BE, PL, LT, LV (*), EE (*)	Wilhelmshaven (*)/Bremerhaven/Hamburg (*)/ Amsterdam (*)/Rotterdam/Antwerpen-Aachen/Berlin-Warsaw-Terespol (Poland-Belarus border)/Kaunas-Riga (*)-Tallinn (*)	By 10 November 2015

	Member States	Principal routes ⁽¹⁾	Establishment of freight corridors:
"Rhine-Danube" ⁽²⁾	FR, DE, AT, SK, HU, RO, CZ	Strasbourg-Mannheim-Frankfurt-Nürnberg-Wels Strasbourg-Stuttgart-München-Salzburg-Wels-Wien-Bratislava-Budapest-Arad-Braşov/Craiova-Bucureşti-Constanţa Čierna and Tisou (Slovak/ Ukrainian border)-Košice-Žilina-Horní Lideč-Praha-München/Nürnberg	By 10 November 2020

⁽¹⁾ '/' means alternative routes. In line with the TEN-T guidelines, the Atlantic and the Mediterranean corridors should in the future be completed by the Sines/Algeciras-Madrid-Paris freight axis which crosses the central Pyrenees via a low elevation tunnel.

^(*) Routes marked with + shall be included in the respective corridors at the latest 3 years after the date of establishment set out in this table. Existing structures defined under Article 8 and Article 13(1) of this Regulation shall be adjusted with the participation of additional Member States and infrastructure managers in the respective corridors. These inclusions shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(3) of this Regulation.

^(*) Routes marked with * shall be included in the respective corridors at the latest 5 years after the date of establishment set out in this table. Existing structures defined under Article 8 and Article 13(1) of this Regulation shall be adjusted with the participation of additional Member States and infrastructure managers in the respective corridors. These inclusions shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(3) of this Regulation.

^(f) Until the realisation of a Rail Baltic line in 1 435 mm nominal track gauge, the specificities of different track gauge systems shall be taken into account in the establishment and operation of this corridor.

⁽²⁾ The creation of this corridor shall be based on market studies and take into consideration the aspect of existing passenger and freight transport in line with Article 14(3) of this Regulation. The section "Čierna and Tisou (Slovak/ Ukrainian border)-Košice-Žilina-Horní Lideč-Praha" shall be established by 10 November 2013."

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