

Extension of the Trans-European Transport Network (TEN-T)

With the CEF Regulation (Annex I), the Commission proposes to adapt the Trans-European core network corridor - to ensure better connectivity of core ports and cross-border projects. The extension reflects progress already made in developing the TEN-T core network, the corridor work plans of the European Coordinators and in-depth consultations with Member States.

Moreover, the Commission proposes to simplify the list of pre-identified sections for each of the corridors. There will be a clear focus on cross-border sections, in line with a higher co-funding rate as proposed in the Regulation. Next to the core network, the Commission proposes to complement the development of the infrastructure with sections of the comprehensive networks in specific cases: cross-border links, including with third countries. The list of pre-identified comprehensive sections is included in Annex I.

Extensions of the TEN-T core network corridors by country:

- a. Finland: the corridor network in Finland so far extends to only around 40% of the rail core network. Proposed extension of the North-Sea Baltic Corridor will connect the Finnish rail network with the Swedish core port of Luleå. The latter is currently not included in the corridor network. The proposed extension anticipates growing importance of the Arctic policy.
- b. Sweden: the corridor network in Sweden so far extends to only around 40% of the rail core network. The proposed extension of the Scandinavian-Mediterranean Corridor will connect with the Swedish core ports of Luleå in Sweden and Narvik in Norway. Neither of these ports is currently included in the corridor network. Proposed extension anticipates growing importance of the Arctic policy.
- c. Denmark: the proposed extension of the Scandinavian-Mediterranean Corridor will connect the core port of Aarhus, which is currently not included in the corridor network.
- d. Ireland: the proposed extension of the North Sea Mediterranean Corridor will connect the core port of Shannon Foynes, which is currently not included in the corridor network.
- e. Germany: three extensions of the North Sea Baltic corridor are proposed. Two of them: Kiel Kanal and Berlin-Szczecin/Świnoujście – are in line with an increased focus on inland waterway network. The latter is a cross-border link, which also includes rail and

road connections. The third proposed extension is a cross-border link with Poland (from Magdeburg to Katowice), which corresponds to the alignment of the Rail Freight Corridor.

- f. Poland: there is one additional extension proposed on top of cross-border links with Germany. The purpose of this extension is to have the complete high-speed missing link (so-called “double Y”) included in the North Sea Baltic Corridor.
- g. France: there are two extensions proposed. The core port of Nantes/Saint-Nazaire will be connected to the Atlantic Corridor to reflect its importance on the Atlantic arc. . The Mediterranean Corridor will also include the cross-border link between Marseille and Genoa, that connects two major ports of the Mediterranean Sea.
- h. Italy: there is one additional extension proposed on top of the cross-border link with France. By adding the section Milano – Bologna, it will complete the East-West alignment of the Mediterranean Corridor in Italy.
- i. Portugal: the proposed extension of the Atlantic Corridor to river Douro is in line with an increased focus on inland waterway network.
- j. Spain: There are several extensions proposed. One of the aims is to cover all Spanish core ports, which so far were not included in the corridor network. These are: Tenerife, Gran Canaria, Huelva, Palma de Mallorca, Gijón and A Coruña. The proposed extension would also ensure better corridor coverage of North-West Spain (Galicia and Asturias). Moreover, additional extension from Zaragoza to Bilbao corresponds to the alignment of the Rail Freight Corridor Atlantic. Finally, the proposed extension of the Atlantic Corridor to river Guadalquivir is in line with an increased focus on inland waterway network.
- k. Greece: two of the three proposed extensions of the Orient East Med Corridor ensure better connection of the corridor with Western Balkans (Albania and FYROM respectively). The third proposed extension follows the alignment of the TKABVR (or “Sea2Sea”) project which aims at improving cross-border connections in the region.