Work has begun on preparing the CEF Regulation for the post-2020 period. To date, no legislative proposals have been published by the Commission. However – in keeping with its tradition of anticipating developments – CPMR has decided to promote its ideas even before the legislative procedure is initiated.

On 10 March, CPMR adopted a policy position on the principles it advocates and the provisions that need to be modified in order to incorporate an “accessibility” priority into the future Regulation. This position includes our recommendations for the development of maritime transport, including the Motorways of the Sea.

This technical note marks a second stage. It concerns Annex 1 of the CEF Regulation, which sets out the 9 priority corridors and the other priority sections of the TEN-T core network. Given that the elements covered in this Annex account for around 95% of CEF allocations since 2014, it is only right that CPMR should promote the inclusion of the peripheral and maritime areas.

This note has been produced in close collaboration with the CPMR’s Geographical Commissions. It does not mean the end of this collaboration, which will continue throughout the preparation of and negotiations on the future CEF Regulation.

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2 TEN-T: Trans-European Transport Network
2 CEF: Connecting Europe Facility
1. Principles which have guided the preparation of this proposal

1.1. Compliance with the legislative framework
Regrettable as it may be, the core network of the TEN-T, adopted at the end of 2013, will not now be modified before 2023 (Article 54 of the TEN-T Regulation). Our proposals concern Annex 1 of the CEF, which is an “extraction” of the core network. It therefore consists only of sections and projects belonging to this core network. Any proposals made by CPMR to add sections or projects will only be taken into account by the institutions if they comply with this condition. The work of which this note is the result has been guided by this rule.

The CPMR and its Geographical Commissions, in their respective discussions and working groups on transport, need to keep the deadline of 2023 in mind. The 2013 review did not work to the advantage of the peripheries; they found themselves relegated to the “comprehensive network” category, which has received only about 5% of the funding allocations. The criteria in the future TEN-T Regulation post-2023 therefore need to be modified to result in infrastructure maps which are more balanced geographically.

1.2. A pragmatic approach
Neither the Regions nor the CPMR will be at the table for the discussions, due to start in 2018, between the Commission, the Council and the Parliament (co-decision procedure) leading to a modification of the corridors. If CPMR and the Regions want to influence the decisions, they will need to be pragmatic and take this context into account.

The Member States clearly have a key influence in the co-decision procedure, in particular on a topic as sensitive as transport infrastructure. The CPMR’s Geographical Commissions are therefore invited to take account of (without necessarily aligning themselves with) the views of their national Transport and Budget ministries.
2. Summary of CPMR’s proposed amendments to Annex 1 of the CEF

2.1 Reminder: the map of the 9 core network corridors

![Core Network Corridors]

2.2 Corridors for which an amendment is proposed

Out of these nine corridors, the fourteen amendments proposed by the Geographical Commissions concern the following six corridors:

- North Sea-Baltic
- Scandinavian-Mediterranean
- Rhine-Alpine
- Atlantic
- North Sea-Mediterranean
- Mediterranean
Each amendment is described in detail in the annex 1 and mapped in the annex 2. Details are given of the amendments proposed:

• in the alignment of the corridor
• in the pre-identified sections including projects.

Certain amendments have an impact on two corridors. These represent a part of the added value contributed by CPMR to this EU exercise. With the benefit of its experience in sea basins, macro-regions and transnational cooperation, CPMR's contribution here is its cross-cutting approach and proposals concerning inter-connections between the corridors.

Each table also includes a summary of the arguments justifying the amendment.

2.3 Amendments classified by corridor

2.3.1 Amendments concerning only one corridor

**Scandinavian-Mediterranean**

1: Upgrading of road and rail infrastructure between Oslo and Stockholm.

This infrastructure was earlier part of the TEN-T’s Northern Triangle. By shifting flows from air to rail transport, the upgrading will significantly reduce travel times and have a positive climate impact.

2: Upgrading of road and rail infrastructure in Denmark between Fredericia and the ports of Hirtshals and Frederikshavn.

The port of Frederikshavn serves important connections to Gothenburg and Oslo; the port of Hirtshals has ferry connections to Kristiansand and Larvik in Norway.

3: Upgrading of the Firenze-Pisa-Livorno/La Spezia rail and road link and the port and road rail terminal of Livorno.

This proposal is a consequence of the planned completion of the Brenner tunnel in 2026, and the resulting changes in flows.

**North Sea-Mediterranean**

4: Addition to the corridor of a Western branch Milford Haven-Swansea-Cardiff-Bristol-London, through the upgrading of the following rail sections:

- Milford Haven-Swansea-Cardiff
- Cardiff-Bristol-London

This upgrading would play a strategic role in enhancing the connection to Wales and between the United Kingdom and Ireland.

5: Introduction of a Motorway of the Sea between Holyhead and Dublin, to enhance the connection between Ireland, Wales and the United Kingdom.
6: Addition to the pre-identified sections of the corridor by upgrading the railway between Crewe and Holyhead (Wales). Electrification of this line will enhance economic growth and job creation. Combined with the Motorway of the Sea between Holyhead and Dublin, the upgrading will also enhance the connection between Wales and Ireland.

**Atlantic**

7: Amendment proposed to the alignement: Venta de Baños-Palencia-León-Astorga-Monforte de Lemos-Vigo-A Coruña.

This involves upgrading the section between Monforte de Lemos and Palencia.

This amendment will improve accessibility to the North-West of the Iberian peninsula and to its ports.

8: Upgrading of the Tours-Angers-Nantes-Saint Nazaire rail section

This section is strategic in term of access to the largest French port on the Atlantic coast, and to facilitate traffic flows between the West and East of Europe.

9: Integration of the Tours-Lyon rail section in the alignment of the corridor.

This aims to enhance the connectivity of the Atlantic coast with the Rhone valley and Italy.

10: Integration of the Palencia-León-Gijón-Nantes-Tours section in the alignment of the corridor, by upgrading the railway and including a Motorway of the Sea.

### 2.3.2 Amendments involving two corridors

**North Sea-Baltic and Scandinavian-Mediterranean**

11: Extension of these two corridors northwards to form a strategic gateway for the EU to the Arctic region and to increase geo-political developments in the Arctic region; in Sweden and in Finland, along the Gulf of Bothnia and joining of the corridors in Haparanda-Tornio; connection to the port of Narvik (Norway)

Specifically, this will involve:
- addition to the corridor of a number of sections most of which are currently included in part 3 of the CEF Annex (“other sections of the core network”): upgrading of rail and road sections, work in the ports of Lulea, Oulu and Narvik.
- integration in the alignment of the corridor of a connection with the Norwegian port of Narvik.

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3 This section is already included in part 3 of the CEF Annex (“other sections of the core network”); the amendment aims to integrate it in the alignment of the Atlantic corridor itself.
Atlantic and Mediterranean

12: Connection between the two corridors by means of the high-speed railway section between Bordeaux and Narbonne, via Toulouse

This project will reduce travel times between the cities served, and improve the accessibility of the Occitanie Region, nationally and internationally.

13: Upgrading of the Bilbao-Pamplona-Zaragoza-Sagunto rail section.

This section is already included in part 3 of the CEF Annex ("other sections of the core network"); the amendment aims to integrate it in the alignments of these two corridors.

This will bring the economic spheres of influence of Navarra and Aragon closer together, and improve the connections between the ports of the Cantabrian and Mediterranean Seas.

North Sea-Med and Rhine-Alpine

14: Extension of the two corridors to create a new high-speed rail section along the Marseille-Genova axis

The Marseille-Toulon-Nice-Ventimiglia-Genova axis will form an important Mediterranean axis and ensure continuity with the transnational arc between Spain, France and Italy, linking Barcelona and Genova, and stepping up the pace of modal shift from road to rail. It will help to re-balance the distribution of the corridors in favour of the South-West of Europe, particularly in the Mediterranean region which is poorly served in comparison with the regions of central Europe.
ANNEX 1: Description of amendments

CEF corridors - Amendment 1

**CORRIDOR: Scandinavian- Mediterranean**

<table>
<thead>
<tr>
<th>Amendment proposed to the alignment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upgrading of road and rail infrastructure between Oslo and Stockholm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Additional pre-identified sections including projects:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sections:</strong></td>
</tr>
<tr>
<td>• Railroad Hallsberg-Oslo</td>
</tr>
<tr>
<td>• E18 Oslo-Örebro</td>
</tr>
<tr>
<td>• E20 Örebro-Stockholm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Precision:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>E18 between Örebro and E6 junction, then E6 into Oslo</td>
</tr>
<tr>
<td>E20 between Örebro and E4 junction, then E4 into Stockholm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Projects:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Minor measures, Hallsberg-Laxå</td>
</tr>
<tr>
<td>• Laxå-Kil, passing stations</td>
</tr>
<tr>
<td>• Laxå-Arvika, increased capacity (Karlstad C, Välsviken)</td>
</tr>
<tr>
<td>• E18 Fintatorp-Eriksberg</td>
</tr>
<tr>
<td>• E18 Karlstad (Björkås-Skutberget)</td>
</tr>
<tr>
<td>• E18 Töcksfors</td>
</tr>
<tr>
<td>• E18 Karlskoga</td>
</tr>
<tr>
<td>• E18 bus stops Lanna-Karlskoga</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Justification</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>This infrastructure was earlier part of the TEN-T priority project 12 (Northern Triangle) and is decisive to reach the EU’s climate goals.</td>
</tr>
<tr>
<td>Between Oslo and Stockholm a higher share of people are flying annually (82%) than between e.g. Paris and London or Cologne and Berlin. 300 000 people, corresponding to a modal share of 18% are travelling by train annually. For a cost of approximately 5 billion € the rail infrastructure could be upgraded, reducing the travel time from 4:40h to under 3h and thereby increasing the railroad’s competitiveness significantly.</td>
</tr>
<tr>
<td>The Swedish Transport Administration is currently analysing which measures shall be taken for upgrading the infrastructure between Oslo and Stockholm.</td>
</tr>
</tbody>
</table>
## CEF corridors – Amendment 2

### CORRIDOR: Scandinavian- Mediterranean

**Amendment proposed to the alignment:**

Rail and Road between Fredericia and ports of Hirtshals and Frederikshavn (DK)


**Additional pre-identified sections including projects:**

There are no pre-identified sections on this link, but it is classified as "other sections of the core network".

Rail and road between Fredericia - ports of Hirtshals and Frederikshavn (DK)

**Justification**

The port of Frederikshavn is serving important connections to Gothenburg (SE) and Oslo, in particular by RoRo/ferries. An inclusion of road and rail links from Fredericia would serve as a link to the Swedish sections of the ScanMed corridor, contributing to a more integrated corridor in line with actual freight flows.

The port of Hirtshals have RoRo/ferry connections to the ports of Kristiansand and Larvik in Norway. The inclusion of road and rail links from Fredericia would thus serve to strengthen the links to third countries.
**CEF corridors - Amendment 3**

<table>
<thead>
<tr>
<th>CORRIDOR: Scandinavian- Mediterranean</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Concerned alignment:</strong></td>
</tr>
<tr>
<td>Firenze-Pisa-Livorno/La Spezia</td>
</tr>
<tr>
<td><strong>Additional pre-identified sections including projects:</strong></td>
</tr>
<tr>
<td><strong>Description:</strong> Livorno</td>
</tr>
<tr>
<td><strong>Type:</strong> Port and Road Rail Terminal</td>
</tr>
<tr>
<td><strong>Stage of section:</strong> Port, Interconnexion between the Port and RRT of Ferro-Gomma. Further development of the multimodal platform: studies and works.</td>
</tr>
<tr>
<td><strong>Description:</strong> Livorno/Pisa-Firenze</td>
</tr>
<tr>
<td><strong>Type:</strong> Railway and Road</td>
</tr>
<tr>
<td><strong>Stage of section:</strong> Upgrade of railway Firenze-Pisa-Livorno/La Spezia: studies and works.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Justification</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The proposal for updating priority projects of the Corridor is important, considering that the Brenner tunnel is currently under construction (expected for 2026), and is a real opportunity for enhancing long-distance multimodal transport. These proposals therefore pursue the objectives of lightening and rebalancing the traffic but also the cohesion between Union territories, in synergy with the Core Network Corridor</td>
</tr>
</tbody>
</table>
**CEF corridors – Amendment 4**

**CORRIDOR: North Sea - Mediterranean**

**Amendment proposed to the alignment**
Addition of a Western branch from London to Milford Haven via Bristol, Cardiff, Swansea

<table>
<thead>
<tr>
<th>Additional pre-identified sections including projects:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Milford Haven-Swansea-Cardiff</td>
</tr>
<tr>
<td>Cardiff-Bristol-London</td>
</tr>
</tbody>
</table>

**Justification**
The electrification of the South Wales Mainline through to Milford Haven is very important, it has a strategic role in providing connectivity between mainland Europe, including mainland UK, and Ireland - Europe’s most westerly, peripheral Member State.
**CEF corridors – Amendment 5**

**CORRIDOR: North Sea - Mediterranean**

<table>
<thead>
<tr>
<th>Amendment proposed to the alignment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorway of the Sea between Holyhead (Wales) and Dublin</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Additional pre-identified sections including projects:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorway of the Sea between Holyhead (Wales) and Dublin</td>
</tr>
</tbody>
</table>

**Justification**

Enhance through a Motorway of the Sea connection the connection between the Union and one of its most peripheral Member States.

Dublin/Cork/Southampton is already mentioned among “pre-identified sections including projects”. A more specific mention of a MoS Holyhead-Dublin should be introduced.
CEF corridors – Amendment 6

CORRIDOR: North Sea - Mediterranean

Amendment proposed to the alignment:
Crewe-Holyhead (Wales)

Additional pre-identified sections including projects:

| Crewe-Holyhead | Rail | Studies and works |

Justification
More reliable, faster and safer journeys on both these local connections, enabled by electrification, will maintain and enhance economic growth and job creation between the Union and one of its most peripheral Member States.
CEF corridors – Amendment 7

CORRIDOR: Atlantic

Amendment proposed to the alignment:
Venta de Baños – Palencia – León – Astorga – Monforte de Lemos – Vigo – A Coruña

Additional pre-identified sections including projects:

<table>
<thead>
<tr>
<th>Monforte de Lemos - Palencia</th>
<th>Rail</th>
<th>Upgrading</th>
</tr>
</thead>
</table>

Justification
- Develop transport infrastructure in an area with population of 4,825,466 (10.3% of the population of Spain).
- It would improve intermodal connectivity between the Trans-European Transport Network and:
  - Ports of A Coruña and Gijón, as well as the ports of Santander, Avilés, Ferrol and Vigo in the comprehensive network (These ports handle more than 66 million tons of goods - 13.2% of Spain’s total);
  - the logistic terminals in A Coruña, Vigo (PLISAN), Asturias (ZALIA), and Muriedas and Torrelavega (both in the region of Cantabria);
  - Open possibility for further extending the core network to Porto (10 km).
## Amendment proposed to the alignment:


## Additional pre-identified sections including projects

<table>
<thead>
<tr>
<th>Tours – Angers – Nantes – Saint Nazaire</th>
<th>Rail</th>
<th>Upgrading / studies and works</th>
</tr>
</thead>
</table>

## Justification

This section is partly saturated (Nantes-Angers) and needs to be given special attention through priority funding to make rail traffic more robust and reliable while increasing capacity.

This is an important section not only on account of passenger traffic but also because it allows goods access to and from the main seaport of Nantes-Saint-Nazaire, which lies on the core network and is France’s biggest Atlantic port.

It provides better connection for some areas with heavy transport flows between the west and east of Europe.
# CEF corridors – Amendment 9

## CORRIDOR: Atlantic

<table>
<thead>
<tr>
<th>Amendment proposed to the alignment:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tours-Lyon</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Additional pre-identified sections including projects:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tours – Lyon</td>
</tr>
</tbody>
</table>

### Justification

The aim is to take into account at European level the Central Europe Atlantic Railway (VFCEA), designed to provide a high-performance freight link between Nantes-Saint-Nazaire and the Rhone Valley and Italy and better connect the Atlantic coast to the Rhine region and Central Europe.

Studies and work on the Nantes-Tours-Lyon railway line are already included in part 3 of the CEF annex ("other sections of the core network"); the amendment seeks to integrate it into the Atlantic corridor.
**CEF corridors - Amendment 10**

**CORRIDOR: Atlantic**

*Amendment proposed to the alignment:*
Palencia-León-Gijón-Nantes-Tours

**Additional pre-identified sections including projects**

| Palencia-León-Gijón-Nantes-Tours | Rail | Upgrading Motorway of the Sea |

**Justification**
- Necessary for economic development of the peripheral regions of the Iberian Northwest, connecting them with Central Europe;
- Boosts the strategic emplacement of the Gijón port and of the Zalia logistic platform in Europe;
- Favours multimodality and contributes de-congestion of Irun-Hendaya (Spain-France) crossing.
Amendments proposed to the alignments:
An extension of the Scandinavian-Mediterranean Core Network Corridor (ScanMed) along the Gulf of Bothnia in Northern Sweden, and an extension of the North Sea-Baltic Corridor (NSB) along the Gulf of Bothnia in Northern Finland should be implemented in the next CEF Regulation.

In addition, the Scan-Med Corridor should also include a connection to the port of Narvik in Norway.

Additional pre-identified sections including projects:

1.) Core network railway sections:
- **Bothnian Corridor: Luleå – Oulu** (projects: Haparanda Line: Boden-Haparanda/Tornea)
- **Stockholm-Gavle-Sundsvall** (projects: New East Coast Line: Stockholm-Uppsala-Gavle-Sundsvall)
- **Mjolby-Hallsberg-Gavle** (projects: Rail freight line through Bergslagen: Motala-Hallsberg-Kilafors-Soderhamn)
- **Botnian – Kiruna – NO border** (projects: Iron Ore Line:Lulea-Boden-Kiruna-Narvik; (Ofoten line -Norway))
- **Helsinki-Oulu** (projects on Finland Corridor: Helsinki-Tampere-Seinäjoki-Oulu)

2.) Core Ports
- Port of Luleå
- Port of Narvik
- Port of Oulu

3.) Core Roads
- E4 Stockholm – Lulea – Haparanda
- E10 Lulea – Kiruna – Narvik
- Finland Corridor: Helsinki-Jyväskylä-Oulu

**Justification**

The proposed extensions would:
- ensure alignment and involvement of Finland, Sweden and Regions in cross-border development in TEN-T;
- provide political support from the Coordinators to develop the TEN-T transport system in the Arctic region;
- form a strategic gateway for the EU to the Arctic region, crucial aspect considering geo-political developments in the Arctic region;
- promote territorial and cohesion policy.

The European Coordinators, as catalysts to transport development, would lead the harmonization of the transport planning in the Northern parts of the EU and with Third Countries.
## CEF corridors – Amendment 12

### 2 CORRIDORS: Atlantic and Mediterranean

<table>
<thead>
<tr>
<th>Amendment proposed to the alignments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connection between Atlantic and Mediterranean Corridors through the high-speed railway section Bordeaux (FR-Atlantic Corridor) to Narbonne (FR-Mediterranean Corridor).</td>
</tr>
</tbody>
</table>

### Additional pre-identified sections including projects:

- **Description:** Bayonne-Bordeaux < -- > Narbonne
- **Type:** High-Speed
- **Stage of section:** Planned

### Justification

The proposed additional sections concerning the Atlantic corridor would:
- ensure the connection between the high-speed network of the Atlantic Corridor and the Mediterranean Corridor through Toulouse;
- provide accessibility of the Region Occitanie at national and international level;
- reduce time travel and provide competitiveness.
### 2 CORRIDORS: Atlantic and Mediterranean

**Amendment proposed to the alignments:**

Bilbao – Pamplona – Zaragoza - Sagunto

Upgrade the rail section Bilbao-Pamplona-Zaragoza-Sagunto from ‘Other Section of the Core Network’ to the alignment of both Atlantic and Mediterranean corridor

**Additional pre-identified sections including projects:**

Bilbao-Pamplona-Zaragoza-Sagunto: Rail, Studies and works

**Justification**

This railway axis would connect the Atlantic and Mediterranean Corridors through important industrial and agri-food production areas along the Basque Country, Cantabria, La Rioja, Navarra, Aragon and Communidad Valenciana. It would improve the connection between the ports of the Cantabrian and Mediterranean seas.

The section Zaragoza-Teruel-Sagunto in the Mediterranean Corridor would improve the connection with the Atlantic Corridor by Zaragoza and Pamplona.

The section Bilbao-Pamplona-Zaragoza is already part of the Rail Freight Corridor nº4 “Atlantic”.

The study of the proposal is exposed in the Study of the Mediterranean Corridor (December 2014), and the Implementation Plan of the Rail Freight Corridor 6 specifies the need to upgrade the existing railway between Zaragoza and Valencia which has capacity constraints.

The Noáin-Pamplona intermodal terminal, one of the largest in the North of Spain, sustains a growing use of railways by companies in the area, which currently use the road for freight transport. It would improve its connectivity by rail.
## CEF corridors – Amendment 14

### 2 CORRIDORS: North Sea – Med and Rhine-Alpine

<table>
<thead>
<tr>
<th>Amendment proposed to the alignments:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extension of the 2 corridors along the axis Marseille-Genova</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Additional pre-identified sections including projects:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description:</strong> Marseille – Toulon – Nice – Ventimiglia – Genova</td>
</tr>
<tr>
<td><strong>Type:</strong> Rail</td>
</tr>
<tr>
<td><strong>Stage of section:</strong> Upgrade (ERTMS) and studies and works for high-speed</td>
</tr>
<tr>
<td><strong>Type:</strong> Multimodal</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Justification</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Marseille to Genova axis would guarantee the establishment of a genuine Mediterranean route and ensure the continuity of the transnational arc between Spain, France and Italy linking Barcelona to Genova for logistics, rail freight, sea freight and motorways of the sea and would speed up modal shift. It helps to rebalance the alignment of the corridors in the south-western part of Europe, particularly in the Mediterranean area, which is poorly serviced in comparison with the regions of central Europe.</td>
</tr>
<tr>
<td>Its connection to the TEN-T corridors would strengthen social cohesion, territorial inclusion and competitiveness around a border area with a population of nearly 7 million, and would take better account of geographic realities and existing flows along this coastal area.</td>
</tr>
</tbody>
</table>
ANNEX 2: MAPS OF AMENDMENTS

General map of amendments
Details of amendments by geographical area

Amendments 1 - 2: Scandinavian – Mediterranean Corridor
Amendment 3: Scandinavian – Mediterranean corridor
Amendments 4 – 5 – 6: North Sea-Mediterranean
Amendments 7 – 8 – 9 – 10: Atlantic Corridor
Amendment 11: North Sea – Baltic - Scandinavian Mediterranean corridors

Amendment 11
Bothnian Corridor

Railway sections:
Luleå - Oulu
Sundsvall - Umeå - Luleå
Stockholm - Gavle - Sundsvall
Mjölby - Hallsberg - Gavle
Botnian - Kiruna - MO corridor
Helsinki - Oulu

Core Ports:
Luleå
Narvik
Oulu

Core Roads:
E4 Stockholm - Luleå - Haparanda
E10 Luleå - Kiruna - Narvik
Helsinki - Jyväskylä - Oulu
Amendments 12 - 13: Atlantic and Mediterranean Corridors
Amendment 14: North-Sea-Mediterranean – Rhine-Alpine
The Conference of Peripheral Maritime Regions (CPMR) brings together some 160 Regions from 25 States from the European Union and beyond.

Representing about 200 million people, the CPMR campaigns in favour of a more balanced development of the European territory.

It operates both as a think tank and as a lobby group for Regions. It focuses mainly on social, economic and territorial cohesion, maritime policies and accessibility.

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