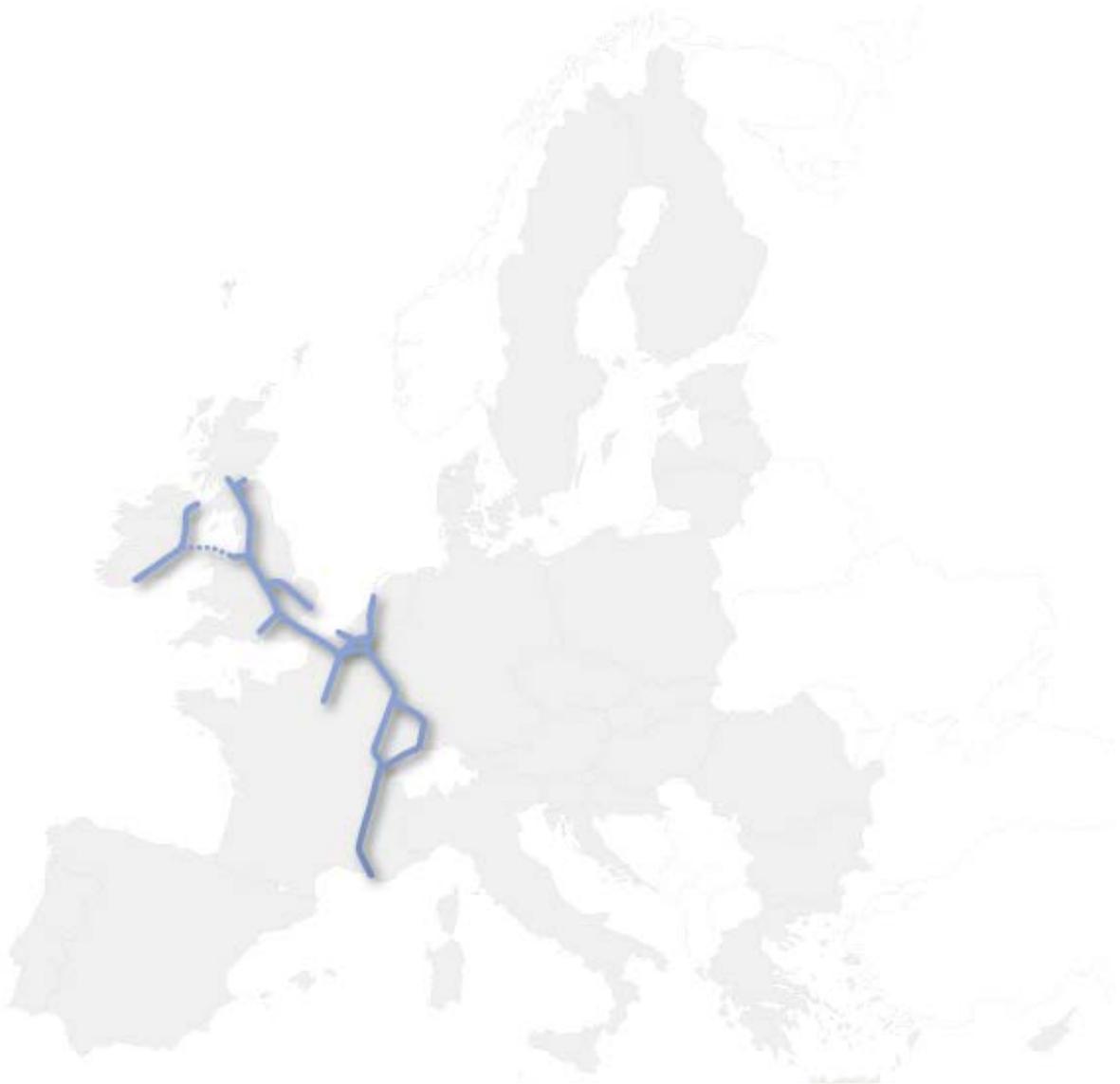




European  
Commission



*CEF support to*

# **North Sea - Mediterranean Corridor**

*May 2020*

*Innovation  
and Networks  
Executive Agency*

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# 1. Introduction

Approaching the end of the CEF Programming period, INEA presents in this report how CEF-funded Actions (2014-2018 calls) are contributing to the implementation of the North Sea - Mediterranean Core Network Corridor (NSM CNC).

The North Sea-Mediterranean Corridor is a multimodal corridor currently stretching from Glasgow, Edinburgh and Belfast in the north to Cork in the west, Paris and Lille in the centre, Marseille in the south, extending north-east through Luxembourg, Belgium and the Netherlands towards Amsterdam. It covers six countries, namely Belgium, Ireland, France, Luxembourg, the Netherlands and the United Kingdom. It leads to the Swiss and German borders, connecting to the Rhine-Alpine corridor with onward links through the Alpine region to Italy. The Corridor includes 6,486 km of railway tracks, 3,238 km of waterways and 4,210 km of roads. After the end of the Brexit transition period, the UK will in principle no longer be a part of the corridor.

With the revision of the Connecting Europe Facility (CEF), post 2020, the NSMED corridor alignment will change. In Ireland the corridor will be extended westwards to connect the port of Shannon Foynes, and in France the connection along the Seine river from Paris to Le Havre through Rouen will be added. The corridor will also include maritime links between the three Irish core ports of Dublin, Cork and Shannon-Foynes, and core ports in the range from Le Havre to Amsterdam (Le Havre, Calais, Dunkerque, Zeebrugge, Antwerp, Ghent and Terneuzen (North Sea Port), Rotterdam and Amsterdam).

Since the adoption of the first North Sea-Mediterranean Core Network Corridor Work Plan in 2014, in line with the TEN-T and CEF Regulations, the European Coordinator Mr Péter Balázs has defined the main work priority areas towards the establishment of a multi-modal, well integrated, efficient and sustainable transport Corridor by 2030. Some of the critical issues identified in the Work Plans include:

- the need to accelerate modal shift, and to this end (i) improve rail infrastructure through modernisation and removal of bottlenecks; (ii) modernise and upgrade the capacity of inland waterways (IWW); (iii) ensure good multimodal connections to/from ports;
- greening of transport modes through large-scale deployment of alternative fuel;
- connectivity and accessibility from/to the island regions, in particular Ireland in the context of Brexit;

In the latest project list of the NSMED Corridor, a total number of 419 projects and global investment needs close to €88 billion have been identified. The Connecting Europe Facility is an important tool to contribute to achieving the Corridor and the objectives of the Coordinator's Work Plan. The CEF focused on priority actions ready to be implemented and needing EU support, selected through a competitive process. The current portfolio of CEF Actions in the North Sea - Mediterranean Corridor comprises 113 grant agreements allocating €1.4 billion of CEF Transport funding (out of a total cost of €4.5 billion).

It is important to note that due to implementation delay, the scope, budget and corresponding CEF funding of certain Actions have been reduced. However, the funding returned to the CEF budget will be re-allocated (including to Actions on the NSMED CNC) as a result of the 2019 MAP Call.

All NSM CNC Actions are funded under the CEF General Envelope. Several sections of the corridor are common to the Rhine-Alpine, North Sea-Baltic, Atlantic and the Mediterranean corridors.

50% of CEF Transport funding is allocated to 17 inland waterways interventions, mostly on pre-identified sections and in inland ports, with a total contribution of €723 million to date. Three of

these Actions have been successfully implemented, the rest is on-going in France, Belgium and the Netherlands. The majority of Actions concern capacity upgrades on waterways and inland ports, digitalisation and river information services.

In financial terms, the overall CEF rail portfolio benefits from a €313 million EU contribution (22% of total EU contribution to the Corridor). The focus is on removing rail capacity bottlenecks in and around urban nodes and in specific links. Improving cross-border railway interoperability is also a priority, reflected in the NSMED portfolio through projects aiming to deploy ERTMS and to co-fund the rail freight corridor governance.

The maritime portfolio (including Motorways of the Sea Actions), benefiting from €226 million of CEF grants, reflects the important dimension of ports for this Corridor, in particular their accessibility, long-term capacity and hinterland connections, taking into account:

- the ports of the North Range on its alignment;
- the port of Marseille as the gateway at the Southern end of the Corridor;
- the fact that the UK and Ireland are essentially connected by sea to the rest of the corridor;

## 2. Action portfolio: State of play<sup>1</sup>

CEF Transport has so far funded grants worth €21.1 billion with a total investment in the European economy of €45 billion. The current portfolio of Actions in the North Sea - Mediterranean corridor comprises 113 grant agreements allocating €1.4 billion of actual CEF Transport Funding (corresponding to 14% of total number of CEF Transport Actions and 7% of total actual CEF Transport funding). So far, one grant agreement has been terminated and 21 have been closed.

### 2.1. Operational Implementation

For the North Sea - Mediterranean Corridor, 65% of funding is allocated to classical infrastructure projects in all modes of transport while the remaining 35% goes to innovation and traffic management infrastructure projects (eg. ERTMS). The portfolio is evenly split in terms of funding between national and multinational Actions. 54% of the Actions concern purely works (as opposed to Actions consisting in either studies or both studies and works). Funding to this Corridor includes €260 million for nodes. See the Statistical Annex for more details.

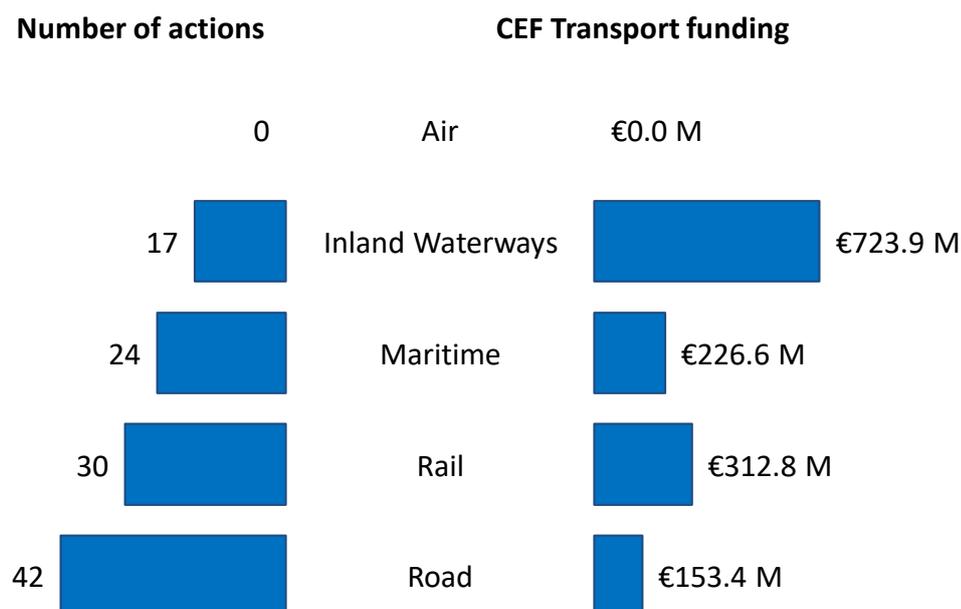
Half of the CEF Transport funding is invested in inland waterway Actions on this Corridor.

A large number of Actions (42) are dedicated to making road transport cleaner, safer and less congested. These can be broken down into 2 large ITS Actions (total cost: approximately €100 million), 29 innovation actions (total cost: approximately €465 million) and finally 7 safe and secure infrastructure Actions (total cost: approximately €73 million).

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<sup>1</sup> As of May 2020.

Figure 1: Statistics by transport mode



### 2.1.1. Inland Waterways

Inland waterway transport is the area to which half of CEF funding for this corridor is allocated. In total the inland waterway portfolio in the North Sea - Mediterranean Corridor is composed of 17 Actions receiving €723.9 million in CEF Transport funding.

[The first and main group of Actions](#) is addressing critical issues highlighted by the European Coordinator in his Work Plans, in particular the Seine-Scheldt project (as defined in Implementing Decision 2019/1118 of 27/06/2019). These Actions foresee large-scale investments in inland waterway and port infrastructure. They are essentially aiming to implement a continuous wide-gauge and modernised fluvial link between France, Belgium and the Netherlands (please refer to the map on page 16) as well as to upgrade infrastructure on major waterways such as the Meuse/Maas and the Albert Canal in order to accommodate more and bigger vessels with a higher load.

**Action Seine-Escaut 2020 (2014-EU-TM-0373-M)** is ongoing since 2014. It includes numerous and varied interventions to connect the Seine and the Scheldt basins by a continuous high-gauge waterway, including the new high capacity 107 km canal, the Canal Seine-Nord Europe (CSNE). Interventions include studies and works for the dredging and widening of waterways, reconstruction or upgrades of weirs and locks, lifting of bridges, works on riverbanks or defenses with the aim to remove navigation bottlenecks, improve navigability conditions and reliability in the dense waterway networks of Northern France and Belgium which, together, form part of the Seine-Escaut network. It is important to mention the adoption in June 2019 by the Commission of the Implementing Decision, which gives a new impetus to the interventions needed to complete the project as well as a clear implementation timeline for both the CEF Action and the project as a whole.

The building consent for the **Canal Seine Nord Europe** was modified in 2017 to take into account the reengineering of the project and then extended in 2018 (until 2027). The governance of the Canal Seine Nord Europe Project was modified with the creation in 2016 of a project company which became operational in April 2017. In November 2019, another key development took place: the conclusion of the financing agreement for the CSNE between the French State, the regions and *départements* concerned after the adoption of the Commission's Implementing Decision. These were

very important and necessary milestones for the implementation of the canal project. In parallel, planning continued to move forward, with the required detailed engineering, environmental and urban planning studies needed to obtain the environmental and administrative authorisations. In the first section of 18 km from Compiègne to Passel, the request for environmental authorisation has been introduced and technical planning is in its final stage. Preparatory works such as environmental compensatory measures and deviation of energy networks have started, infrastructural works are expected to be launched in early/mid 2021. Detailed studies are also ongoing for the other 3 canal sections from Passel to Aubencheul-au-bac.



Meeting of the Canal Company Supervisory Board on 20 December 2018 chaired by Xavier Bertrand, president of the Region Hauts de France, with the participation of the European Coordinator P. Balazs © SCSNE



The concept of the future lock of Montmacq in section 1 of the Canal Seine Nord Europe © team0+

**South and north of the Canal Seine Nord Europe in France**, studies and works will contribute to upgrading and developing the large-gauge inland waterways of the Seine basin (Oise and Upper Seine) and of the Nord-Pas-de-Calais network (including sections of the cross-border Condé-Pommeroeul canal and Lys river). Indeed, activities will improve the reliability of the level of service and the water line management with the refurbishment of the waterway constructions (locks and weirs), the increase in the shipping capacity with the lengthening of the locks, the increase in the level of service through the incorporation of remote control systems on the waterway facilities and the modernisation of the related installations.

Notable achievements to date include:

- Significant progress in the final phase of calibration works to upgrade the **Deule waterway** (Lille area) to ECMT Va or Vb one-direction only, including compensatory measures and signaling systems. The renovation works at the following locks on the Deule have also progressed solidly: Don (completed in June 2019); Grand Carré (main works completed by end 2019);
- Works for the deployment of **remote control system** for a future round the clock operation of locks in the Nord-Pas-de-Calais and the future Canal Seine Nord Europe are progressing well: the Waziers control center was inaugurated in October 2019 and preparatory works on the network have started with the installation of ducts for optical fibre on the Escaut north of Valenciennes, as well as by the upgrade of the lock's automated systems and the weirs of the large-gauge structures.
- On the **Upper Seine**, the weir of Vives-Eaux was fully reconstructed, thus considerably improving the safety and reliability of the waterway. Renovation works also took place on a number of locks and weirs along the Upper Seine in order to ensure the continuity of service.



Changing the lock gate at Don, on the Deule in the Nord-Pas-de-Calais. © VNF Alexandre Lebon-Didier Gauducheau



The new remote control centre at Waziers in the Nord-Pas-de-Calais. © VNF

Works for the upgrade of the **cross-border Lys River** to ECMT Vb (one-direction only) river and for the re-opening of the **cross-border Canal Condé-Pommeroeul** to class Va are also in full swing:

- Cross-border Lys: this section flows across the French and Belgian borders several times over a length of 19 km, hence the need for very close cooperation in the implementation of works by the responsible entities. In this context, the signature in November 2018 of a framework agreement by the Flemish and Walloon regions in Belgium and by the French government was a key development. Some works have already been carried out on Belgian (Flanders) territory such as for example the reconstruction of the cross-border bridge of Wervik/Wervicq (see photo below). In Wallonia, main calibration works have just started to upgrade the crossing of the Belgian and French towns of Comines. In France, works started in September 2019.

- Cross-border canal Condé-Pommeroeul: works started in the summer 2017 on this canal (closed since 1992) with the objective to re-open it and provide a direct 11 km (instead of the current 40 km) connection between the Escaut in Northern France and the Canal du Centre in Belgium (Wallonia). Works are required on both French and Belgian (Wallonia) sides of the canal. The re-opening is foreseen for end 2022 as coordinated on both sides of the border and stipulated in the Implementing Decision.



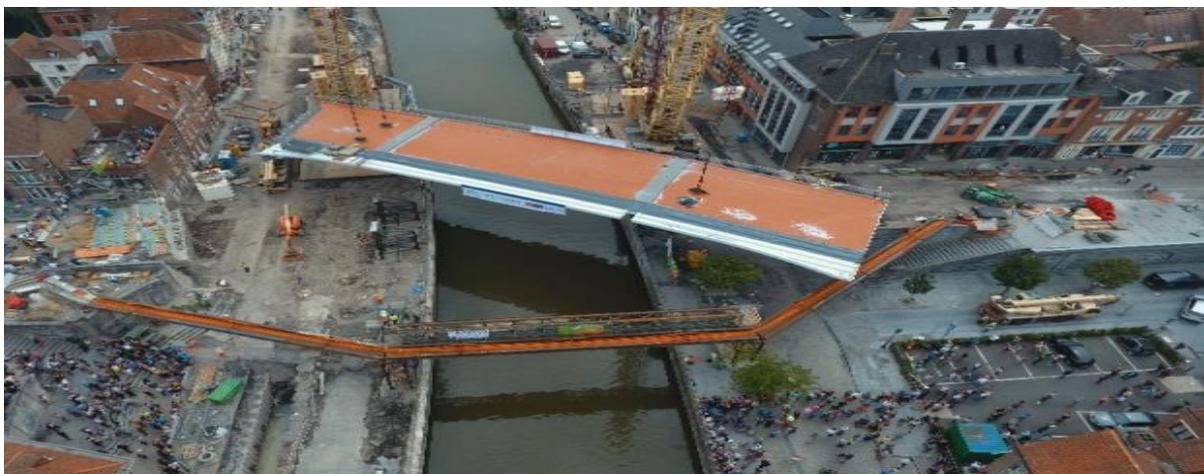
Cross-border bridge at Wervick (BE)/Wervicq(FR) on the Lys © De Vlaamse Waterweg

In **Wallonia (Belgium)**, activities contribute to upgrading the cross-border Lys to class Va (described above), and preparing the upgrade of the Upper-Scheldt to Va gauge and beginning the upgrade of the Walloon backbone to the Meuse to class Va. Considerable progress has been achieved to date, notably:

-Works to adapt the **crossing of Tournai (Upper-Scheldt)** to class Va are on-going in the heart of the city since April 2017. Phase 1 of the works and the removal of a major bottleneck was inaugurated in January 2020, Class Va vessels can already navigate through Tournai. Works included the widening of a section, rebuilding of quays and of the bridge Pont-à-Ponts. Further works are ongoing.

-Also on the **Upper Scheldt, the locks of Kain and Herinnes** have been deepened in 2016 to accommodate class Va vessels. The construction of a new weir of Kain was completed in November 2018, similar works are on-going at the weir of Herinnes (the new weirs increase flood-control capacity and improve navigation conditions).

-On the **Charleroi-Brussels Canal**, the works to modernise Marchiennes, Gosselies and Viesville locks, started in 2017, they are still ongoing. The modernised locks include critical new water-pumping stations and will be delivered during 2020-2021 before the start of the building of new larger locks.





(Top) Installation of the bridge deck on the Upper Scheldt in the heart of Tournai in June 2019 © SMC Systems

(Bottom) Inauguration of Phase I of the crossing of Tournai (now accessible to class Va vessels) on 31/01/2020 in the presence of the European Coordinator Mr Péter Balázs, the Walloon Minister of Climate, energy and Mobility Mr. Philippe Henry and the Mayor of Tournai Mr. Paul-Olivier Delannois © Anaïs Callens

In **Flanders (Belgium)**, activities contribute to increasing the capacity of the waterways and locks along the entire Lys route to a class Vb waterway.

This includes:

- parts of the river restoration programme on the Lys itself;
- improving the reliability, the safety and the navigation conditions on some of the surrounding waterways by removing a number of bottlenecks on the Upper-Scheldt (weir at Kerkhove), the canal Roeselare-Lys (bridge at Ingelmunster) and the Upper-Seascheldt (cyclist bridge at Wetteren, initial dredging works);
- preparing further steps in the strengthening and modernisation of the entire Seine-Scheldt link in Flanders (studies on all aforementioned waterways, the connection with the coastal seaports).

Works are progressing at a steady pace, achievements to date include inter alia:

- **Lys locks:** the new class Vb lock in Harelbeke is in service since early 2018, other project elements such as the new weirs, the bridge, installation of the turbines and construction of the fish passage have been completed and put into service. A second class Vb lock is in construction at Sint-Baafs-Vijve, so far the main lock chambers and the three lock heads are nearly completed.
- **Upper Scheldt:** Construction works for the new weir and fish passage at Kerkhove on the Upper-Scheldt have been completed, the last ongoing phase is testing and commissioning. This improves the reliability, safety and navigation conditions on the Upper-Scheldt.
- **Canal Roeselare-Lys:** the construction of the Ingelmunster bridge (with a 7 metres under-clearance and local widening of the canal to achieve class Va) is in its final stage, it is expected to be completed in 2020. With the end of these works, a bottleneck has been removed on this busy canal.



The new Hogebrug with 7 metres under-clearance at Harelbeke (Lys river) where a new Vb lock and a new weir and fish pass were built and gradually put into service in 2018-2019 © De Vlaamse Waterweg

### **Action New Lock Terneuzen (2014-EU-TM-0129-W)**

The Seine-Escaut project is connected to the Dutch inland waterway network through several waterways, one of which is the Gent-Terneuzen canal linking the Belgian port of Gent to the Dutch port of Terneuzen on the Western Scheldt. In this location, following a Treaty signed between Flanders and the Netherlands on 5 February 2015, a cross-border project is underway to resolve a capacity issue for inland and maritime transport, by building a new lock.

In August 2017, the main contract for the construction of the lock was awarded. Prior to that, extensive preparatory and ancillary works had already started. Within this CEF funded Action, works on the first nautical installation (construction of new quay, Goesse kade) were completed in 2018. During 2019, works on the construction of more nautical installations needed for future lock operations (emergency jetty and mooring facilities in the lock entrance harbours) have begun. Bridges are also under construction at factory site.

In parallel, several nature compensation measures were completed by end of 2019: relocating a brook, alternative breeding areas for protected bird species, cutting trees, removing buildings, placing nests for birds and bats. Further preventive measures regarding the protection of breeding areas for gulls are on-going near construction sites. Within the Global Project (outside the scope of this CEF funded Action) major works on the lock heads, lock chamber and lock walls have been ongoing since the end of 2017.



Ongoing works at the lock complex of Terneuzen in the Netherlands © Rijkswaterstaat

On the **Maas/Meuse** pre-identified section, several large investments have been undertaken. First of all, the CEF Action **Maasroute upgrading phase 2b (2014-NL-TM-0069-W)** was successfully completed end of 2019. The Action forms part of the large-scale Maasroute project to upgrade the waterway between Lanaye on the Belgium/Dutch border and Nijmegen in the Netherlands. A large part of the global project was achieved with TEN-T support previously. This CEF Action included construction works to widen the curve near Elsloo (see photo below) and traffic management measures at the Julianacanal. The expected benefit of the Action is to upgrade a section of the Maasroute waterway to CEMT Class Vb (in line with the rest of the 150 km waterway already upgraded to Vb), and provide access to bigger ships.



Curve widened near Elsloo along the southern part of the Maasroute © Rijkswaterstaat

**Action Increasing of gauge and capacity of Ampsin-Neuville lock site (2017-BE-TM-0095-W)** in Wallonia (Belgium), is another significant investment aiming to remove a bottleneck in the Meuse-Canal Albert link section: the Ampsin-Neuville lock is the last lock complex where infrastructure is limited to one 16x136 metre (Va) lock whereas all others have been upgraded to contain two large gauge locks, one of which is of class VIb. For this reason, the CEF Blending Action (also financed with an EIB loan) will build two new locks at Ampsin Neuville, in class Vb (225 x 12.5 metre) and VIb (225 x 25 metre), and thereby provide a capacity matching that of other locks on the Middle Meuse (between Namur and Liège). The new locks will make it possible to accommodate the increasing freight traffic on the Middle Meuse.

Civil engineering and electromechanical works have started in August 2018 and have advanced very well so far, achieving inter alia the following steps: construction of the upstream and downstream heads of the class Vb lock (225 x12.5 metre) as well as part of its floor and chamber wall; the right downstream bank and head of the fish ladder are built.



Ampsin-Neuville lock on the Middle Meuse, work site in June 2020 © SOFICO

The **pre-identified project Albert Canal in Belgium is being implemented in large part through CEF Actions 2014-BE-TM-0054-M and 2017-BE-TM-0015-W (a PPP selected under the Blending Call)** which aim to upgrade the Albert Canal, a major waterway linking the port of Antwerp with Port of Liège and the Meuse. The two Actions form part of a Global Project ongoing since 2010 and contribute substantially to the achievement of the objectives: widening a 9 km section of the canal outside Antwerp to achieve class VIb (in line with the rest of the waterway) and obtaining an under-clearance of 9.1 metres for all 62 bridges so as to allow the passage of 4 layers of containers in an area where container traffic is growing steadily.

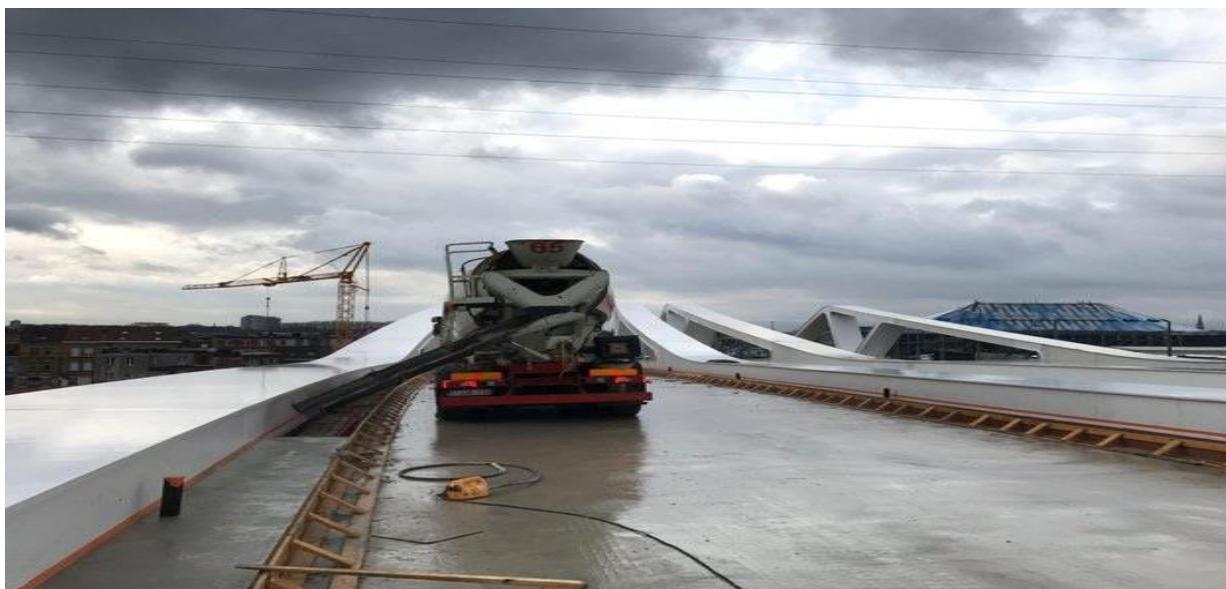
In total, 6.6 km of quays will be rebuilt and 21 bridges will be lifted or rebuilt to achieve the 9.1 metre under-clearance.

By early 2020 and within the global project, 31 bridges of the Albert Canal have vertical clearance of 9.10 metre whilst works are ongoing to lift 13 bridges and are under preparation for another 18 bridges. In the two CEF Actions, The narrowing of the canal at bridge level is also being eliminated at the same time the bridge is renewed to increase safety and navigability of the canal.

Action 2014-BE-TM-0054-M started in August 2014, delivering studies, obtaining permits and procuring works for each bridge and canal section. Significant progress so far including:

- 4 bridges fully lifted/rebuilt and canal widened locally
- Works on-going on 7 additional bridges and works about to start on another 2 (as well as local canal widening);
- 1,900 metres of the canal outside Antwerp has already been widened; works are ongoing on another section of 3,300 metres and they are about to start for a final section of 1,400 metres. The total length to be widened is 6,600 metres, this doesn't include the widening below bridges being lifted).

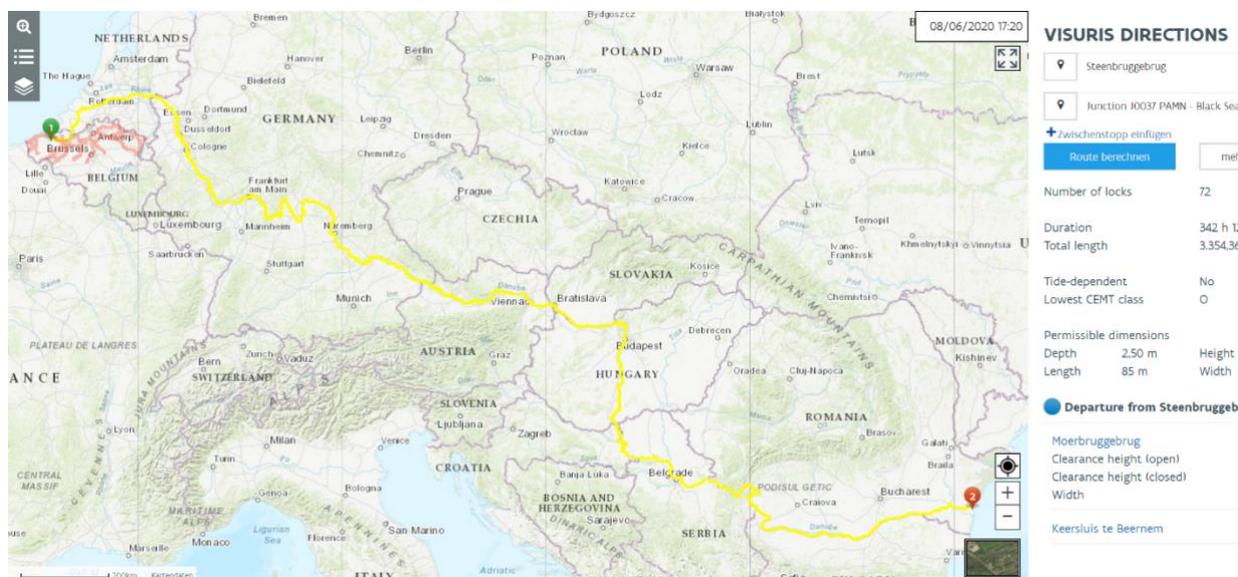
Action 2017-BE-TM-0015-W is a PPP implemented under a Design Build Finance Manage (DBFM) contract. The Action involves the reconstruction of 8 bridges. The DBFM contract was signed in Spring 2019 and works started in Autumn 2019. It is ongoing and expected to be completed by August 2022.



Works at the Theunisbrug site in Antwerp with a triple deck for road and tramway © De Vlaamse Waterweg

In addition to all these infrastructure projects, a [second group of Actions](#) concerns the implementation of [River Information Services](#), as part of the multinational project [RIS COMEX \(RIS Corridor Management Execution, 2015-EU-36/38-TM-W\)](#) and separately in single actions in the Belgium and the Netherlands. **RIS COMEX** is the largest RIS Action, it is implemented in 13 countries including on several key waterways of the NSMED network, to deploy and operate cross-border River Information Services based on exchange of RIS data. These RIS-based Corridor (information) services shall allow for traffic management by the authorities and transport management by the logistics sector. They make use of available national infrastructure and services. The specific aims are

- Better planning of inland waterway transports (increased reliability of transport times)
- Reduction of waiting and travel times
- Increase of efficiency within the execution of inland navigation transports
- Optimal use of infrastructure (increased utilisation of capacities)
- Reduction of administrative barriers



RIS COMEX helps plan the route and voyage- here calculating a route from Western Belgium to the Black Sea © VisuRIS COMEX

Progress in this complex Action has been impressive: the project consortium first defined the services to be deployed on the different navigation corridors as well as the system architecture to deploy them. In mid-2018 the consortium agreed on a central system architecture re-using the Flemish VisuRIS system, developed with CEF support and operated by the Flemish waterway infrastructure manager (De Vlaamse Waterweg). VisuRIS COMEX system was henceforth created and adapted to serve as a central platform gathering relevant information from national data sources in order to provide the related Corridor Services as a single point of access for the users. Functionalities such as the main route and voyage planning functionality have already proven their operability in the portal (eg. calculating voyages from Western Belgium to the Black Sea in a split second). Furthermore, 9 project partners managing waterways on the TEN-T Corridors including the NSMED Corridor have been successfully interconnected to VisuRIS COMEX, providing actual traffic images anonymously. Once up and running, VisuRIS COMEX will be operated and maintained beyond the lifetime of the Action so that navigation on the NSMED and other TEN-T corridors can benefit from its cross-border services.

Finally, the [third group of Actions](#) is looking into extending [access to clean fuel and innovative solutions](#), a TEN-T priority and, as recommended by the European Coordinator:

Developing a European LNG distribution network for inland waterways with new solutions for LNG transportation and storage. **2015-EU-TM-0404-S, “LNG Logistics”** is a study aiming to develop a European LNG supply network following European directive 2014/94/EU on the deployment of alternative fuels infrastructure. The Project focuses on the development of transport means by inland waterways, and of inland ports for refuelling points for LNG and hence the associated storage, infrastructure and interconnection tools needed. To this end, a global solution to develop LNG inland waterway distribution has been studied based on a use case in the North Sea – Mediterranean section: **Marseille-Fos to Pagny (Dijon) via Lyon**. Rhone-Saone basin has been analysed, technically and economically to distribute LNG from Fos to Lyon and Dijon surroundings, distant about 330/520 kms each. The Action targeted:

- A “Green” solution to European directive of LNG supply network
- An LNG supply solution deployable to any waterway expandable to other sea harbour
- A specific use case on Rhone-Saone basin

Facilitating large-scale implementation of LNG in inland navigation: **Breakthrough LNG (2014-NL-TM-0394-S)** ended in December 2019. It aimed to support the deployment of LNG in Inland Waterway Transport by reducing the investment barrier for ship owners and facilitating the LNG supply by the construction, in Köln, of the first LNG bunkering stations for IWT in Europe. At the same time, it created demand by equipping 3 vessels with LNG engines. In order to force the breakthrough in the LNG market, a study on standardisation of equipment as well as type approval of the most common components was performed. In addition, innovative financial constructions in the business client relationship to avoid the need of capital investments by ship owners were tested.



INEA staff on board the Somtrans LNG: the biggest European LNG vessel currently sailing NSMED and other EU waterways.

It is equipped with a dual-fuel propulsion system.

© INEA

An innovative freight transport concept to enhance interconnectivity and interoperability between the TEN-T Core Network and smaller inland waterways is being developed under the Action **Watertruck + (2014-BE-TM-0578-S)**. The Action (study with pilot), which is ongoing, is developing a freight transport concept for inland shipping, based on transport units (barges) that can be coupled and decoupled in a fast and flexible way. So far, a fleet of 18 pilot barges and pushers has already been deployed to inform the masterplan and strategy for the future large-scale roll-out of such barges and pushers. The expected benefit is the stimulation of interregional inland waterway

transport by lowering costs and contribution to the reduction of congestion, greenhouse gases and noxious emissions.



A Watertruck+ vessel docked at Genk, Belgium © INEA

# NORTH SEA - MEDITERRANEAN CORE NETWORK CORRIDOR

## CEF funded Inland Waterway Actions (excluding 1-RIS; 2-studies)



### 2.1.2. Maritime

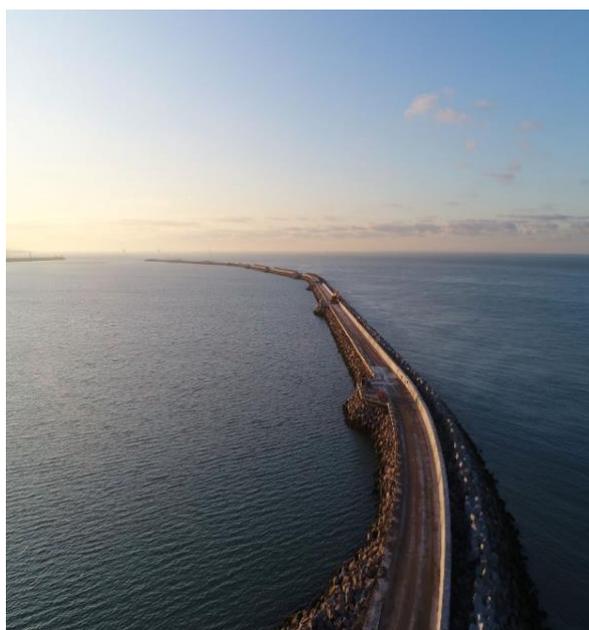
In total the maritime portfolio in the North Sea - Mediterranean Corridor is composed of 24 Actions, receiving €226.6 million in CEF Transport funding (please refer to the map on page 24).

Several Actions (2014-EU-TM-0333-W, 2014-FR-TM-0395-W, 2014-UK-TM-0405-W) are targeting the **upgrade of the core ports of Calais and Dover** which operate the busiest roll-on/roll-off (Ro-Ro) ferry terminals in Europe, connecting the United Kingdom and Ireland with mainland Europe. The existing infrastructure in both ports was insufficient to deal with traffic growth and increasing size of vessels on this route, the Actions therefore consist in the construction of new infrastructure and equipment to improve the long-term capacity and efficiency of the cross-Channel link.

In Calais, the port is being extended as part of the global project “**Calais Port 2015**” which Action 2014-FR-TM-0395-W and part of MOS Action 2014-EU-TM-0333-W support. Since the start in July 2015, a very large part of the works have been either fully or almost completed, including:

- The construction of a 3.2 km breakwater, a 110 ha deep-water basin as well as internal and external protection works;
- The creation of 65 ha of quayage (including 44 ha of new quayage reclaimed from the sea) where the construction of new Ro-Ro and cross-channel platforms with accesses is ongoing;
- Creation of a rail junction in order to reinforce multimodality and the fluidity of traffic;
- Creation of 3 new berths;
- Extensive environmental measures overseen by a dedicated Scientific Monitoring Committee, they include the restoration and management of a high value heritage compensation site of 20 ha.

The remaining works are expected to be completed by mid-2021 and include the protection sea-wall on the breakwater, the completion of the terminals and of the berths, further environmental measures.



The new 3.2 km breakwater and 110 ha basin © Calais Port 2015



The 3 new berths under construction © Calais Port 2015

In **Dover**, the 2014-UK-TM-0405-W (successfully completed) and 2014-EU-TM-0333-W (ongoing) CEF Actions form part of the Global Project BRIDGE and they are increasing capacity and efficiency of the port. The main achievements until present are the following:

- Finalization of the construction of the Refrigerated Cargo Terminal (RCT) which is operational as from December 2019. The RCT contributes to optimised efficiency by separating cargo operations from the freight terminal;
- Completion of two new berths which can accommodate vessels at all states of the tide;
- Strengthened old Prince of Wales Pier which is now a stable structure on which to create the new cargo terminal and berths;
- Extra space in the port behind one of the berths, through land reclamation in order to create a berth which will accommodate vessels up to 350 metres in length.



New refrigerated terminal in the port of Dover © Port of Dover



One of the two new berths constructed in the port of Dover © Port of Dover

The following three CEF Actions are [improving the connectivity and accessibility of Ireland](#), by developing infrastructure in the **ports of Dublin, Cork and Shannon Foynes**.

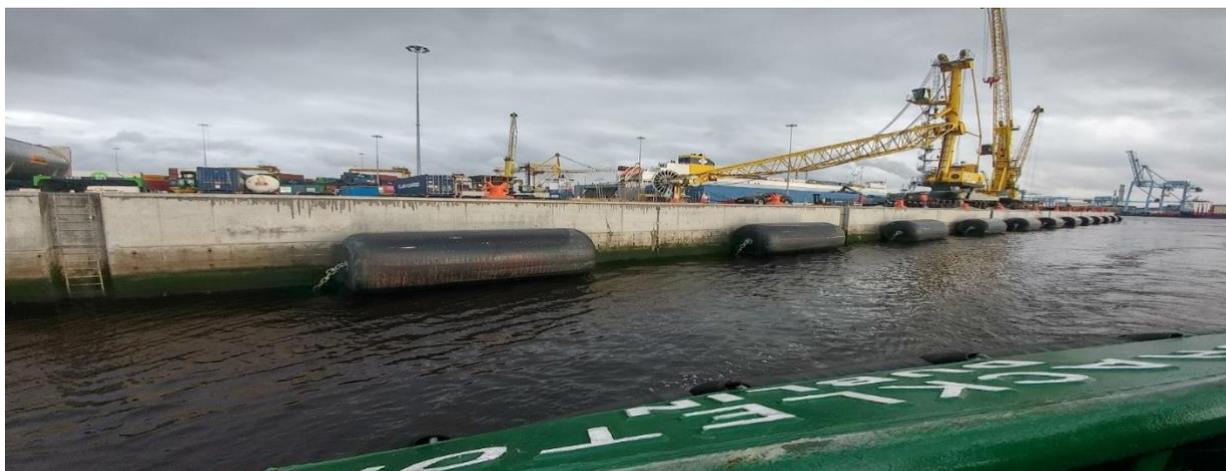
The Action **Port of Cork Ringaskiddy Project** (2014-IE-TM-0091-W), aims to establish a new area (terminal) equipped with container berths and a Ro-Ro freight handling facility on the East side of the port, also known as Ringaskiddy East. The Action is ongoing and generally progressing well (reaching 33% of technical completion by December 2019).



Container terminal construction site at Ringaskiddy East with deep water berth in foreground © Port of Cork

The Action **Dublin Port Alexandra Basin Redevelopment Project** (2014-IE-TM-0222-W) is being carried out in Ireland's principal and largest commercial port. It aims for the redevelopment of the Alexandra Basin, allowing for the port to accommodate larger ships and to provide for an increase in capacity through the provision of multipurpose berths for multiple modes thus offering a flexible solution for customers.

Progress is substantial: by end of 2019, dredging in the basin and main channel was very advanced; the first phase of civil engineering works was almost completed with three new berths constructed; the second phase of civil engineering works is ongoing.



Works in the port of Dublin getting ready for bigger ships © INEA

**Action Capacity Extension of Shannon Foynes** (2017-IE-TM-0014-W) aims to construct an open piled jetty structure connecting the East and West jetties at the Shannon Foynes Port and reclaim new port lands allowing the expansion and the connection of the port to the road and rail network. The Action started in Spring 2018 and is currently ongoing.

A cluster of CEF Actions aim to **green maritime shipping** through different measures such as the installation of scrubbers and gas & water cleaning system (e.g. 2014-EU-TM-0451-M and 2014-EU-TM-0724-W) or switching to LNG (2014-EU-TM-0095-W and 2014-EU—TM-0698-M).

All of these Actions have been completed but a few more greening Actions are on-going, such as **EU Green Loop** (2017-EU-TM-0169-W) coordinated by the **Port of Dunkerque** which foresees:

- the construction of 9 Ultra-Large-Container-Vessels (ULCV) with a capacity of 22,000 TEU each equipped with LNG propulsion and which will call 8 TEN-T Core Ports;
- the construction of a very large LNG bunkering vessel to supply the 9 ULCVs;
- development in the Port of Dunkerque of suitable capacities to offer small-scale LNG bunkering services;

The Action started in Spring 2018 and is reporting good progress in the construction of the innovative LNG bunkering vessel (LNG BV).

Another cluster of Actions selected in the 2018 Call for proposals aims to improve **multimodality** and in particular to encourage modal shift from road to rail, short sea shipping or inland waterways in the ports of Gent, Marseille and Rotterdam with the following on-going CEF Actions:

- Extension and upgrade of the Mercatordok combined transport Multimodal Terminal (2018-BE-TM-0146-W)
- Modernisation of the Med Europe combined transport terminal (2018-FR-TM-0014-W)
- Upgrade of the combined transport RSC terminal Rotterdam (2018-NL-TM-0007-W)

- Upgrade of the combined Rotterdam World Gateway transport terminal (2018-NL-TM-0144-W)

### 2.1.3. Rail

In total the rail portfolio in the North Sea - Mediterranean Corridor is composed of 30 Actions, receiving €312.8 million in CEF Transport funding, and addressing 11 bottlenecks (please refer to map on page 24).

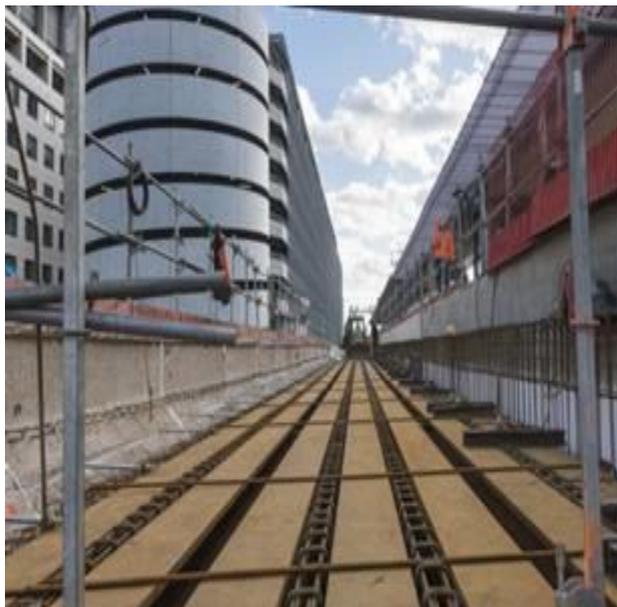
The rail portfolio of Actions is very much focused on the removal of capacity bottlenecks in and around urban nodes, on specific key sections of the corridor and on implementing ERTMS.

A series of Actions are targeting the [alleviation of pressure on the railway nodes in and/or around the cities of Brussels, Lyon, Marseille, Mulhouse, Strasbourg and Dublin](#). These Actions are at different stages of planning and implementation and are each part of a medium to long-term global project. Removing the bottlenecks on these nodes will significantly strengthen their robustness and free much-needed capacity for the regional, national and international traffic crossing them. Progress is as follows:

The feasibility study concerning the extension of the capacity of the **Brussels North-South link (2014-BE-TM-0658-S)** ended in December 2017.

**The detailed technical studies and construction works to remove the bottleneck at the Strasbourg node (2014-FR-TM-0499-M)** foresees the implementation of a 4th track in order to improve the passengers and freight transport along the North Sea-Mediterranean Corridor. The Action is ongoing. The Declaration of Public Utility was obtained in March 2018 following which works started. By now the first 4 phases of works have been completed, the fifth phase, which takes place near Strasbourg station, is progressing. The 4th track is expected to be operational in 2022.

In **Lyon**, three Actions are ongoing (**2015-FR-TM-0074-M**, **2016-FR-TM-0190-W** and **2017-FR-TM-0013-W**), they represent different stages and parts of the large Global Project aiming to improve the line capacity and safety of the Lyon Railway Node (where about 1,200 trains transit per day).



Extensive and complex works in the busy railway station Part-Dieu of Lyon for the creation of a 12th track © SNCF Réseau / Terrapublica / PH Debiès



New rail bridge and road replacing the old level crossing at Saint-Pierre-de-Chandieu © SNCF Réseau / Terrapublica / PH Debiès

By now, numerous work components either have been completed or are well advanced including, inter alia:

- The modernisation (automation and electrification) of the railway access to Lyon port was completed in 2018;
- The Traffic Management Control Centre was created in 2018, it brings together in Lyon, for more efficiency, different actors of traffic supervision;
- A new rail bridge and 1.3 km road were built to remove a level crossing at Saint-Pierre-de-Chandieu, inaugurated in June 2018;
- Extensive works to create a 12th track at Lyon Part-Dieu station are on-going, it is expected to be operational in 2022;
- Works are on-going at the Vénissieux-St Priest combined transport yard, Lyon's biggest intermodal freight hub (and France's 2nd largest) in order to construct a new single combined transport site to cope with increasing freight traffic.

In **Mulhouse**, Studies on optimisation of the 2nd phase of the Rhine-Rhone HSL East Branch and the handling of the Mulhouse node (2014-FR-TM-0504-S) ended in December 2019. They aimed to enhance the capacity of the Mulhouse railway hub to meet future traffic and operation developments. Studies were conducted on the Mulhouse node infrastructure and signaling (including the modernisation of its railway station), and on the 2nd Phase of the Rhine-Rhone HSL East Branch.

In **Marseille**, Relieving congestion at the Marseille railway node by increasing capacity on coastal railway lines - Detailed Studies (2016-FR-TM-0201-S) is ongoing. The objective of the Action is to contribute to increasing capacity along the existing local coastal line between the l'Estaque and Marseille Saint Charles stations in order to relieve congestion and make operations at the Marseille station less challenging. This would positively affect long distance traffic on the Paris-Lyon-Marseille line, ensure greater network reliability.

In **Dublin**, the Action City Centre Re-signaling Project (2014-IE-TM-0215-W) aims to upgrade rail services within the area of Dublin. The works concern the installation of systems required for signalling, electrification and telecoms into the railway line. The Action is ongoing.

Other major railway bottlenecks on pre-identified sections of the corridor are being tackled such as:

The rail connection of the **Port of Rotterdam** to its European hinterland is being rerouted in order to tackle the removal of the capacity bottleneck at the **Caland Bridge (2014-NL-TM-0233-W)**. This alternative route along the Theemsweg road is needed to be able to cope with increasing rail traffic after the seaport terminals at Maasvlakte 2 became operational. The Action aims to carry out the civil infrastructure works to construct the substructure for this new 4.5 km double track Theemsweg railway section. Works started in 2016 and have just reached an important milestone as the second steel bridge was installed on 31 May 2020. Works will continue until March 2021 and will enable the start of the last phase of the Global Project, which consists in building the superstructure, installing the electrification and implementing ERTMS.



The second steel bridge along the Theemsweg route put in place in May 2020 to cross the entrance of the Thomassen tunnel © Port of Rotterdam

The section **Knockmore–Moira–Lurgan** of the pre-identified cross-border section **Belfast-Dublin-Cork** where the Action **2014-UK-TM-0162-W** ended in March 2019. The objective of the Action was the removal of a bottleneck through the reinstatement of the 18 km section back to its operational design speed of 145 km/h. This objective has been satisfied and as of 09 December 2018, the permanent speed restrictions that were in place between Knockmore and Lurgan have been removed. This allowed to improve the cross-border connection by reducing journey time between Belfast and Dublin.

The upgrade of the Hatrival-Luxemburg border (**2014-BE-TM-0653-W**) and Luxemburg-Bettembourg (**2014-LU-TM-0257-W**) sections in order to optimise the **Brussels-Luxemburg-Strasbourg 'Eurocap Rail' line** is ongoing.

- On the Belgian side, the works were completed end of 2019, they included the modernisation and power switching to 25 kVac between Hatrival and the border between Belgium and Luxembourg.
- On the Luxemburg side, works are on-going and will contribute to achieving a new 7 km direct connection between Luxemburg city and Bettembourg, in order to increase the capacity of the Brussels-Luxemburg-Strasbourg axis.

Finally, a significant cluster of Actions aims to improve the [efficiency and interoperability of the railway system along the corridor](#). In addition to the Action supporting the Rail Freight Corridor NSMED, several major Actions are implementing trackside deployment of ERTMS on a total of 589 km of the corridor railway network (6,723 km). The main Actions are the following :

**Trackside deployment of ERTMS Level 1 on the French part of the Antwerp-Basel route**, a section of 427 km and thus a significant part of the Corridor (2014-FR-TM-0545-W). The Action covers trackside deployment of ERTMS Level 1, Baseline 2.3.0d on the section between Longuyon and St Louis (CH/FR border), Implementation of the Action will contribute to comprehensive ETCS roll-out between Antwerp and Basel and as a consequence will improve interoperability of a considerable part of the North Sea– Mediterranean CNC.

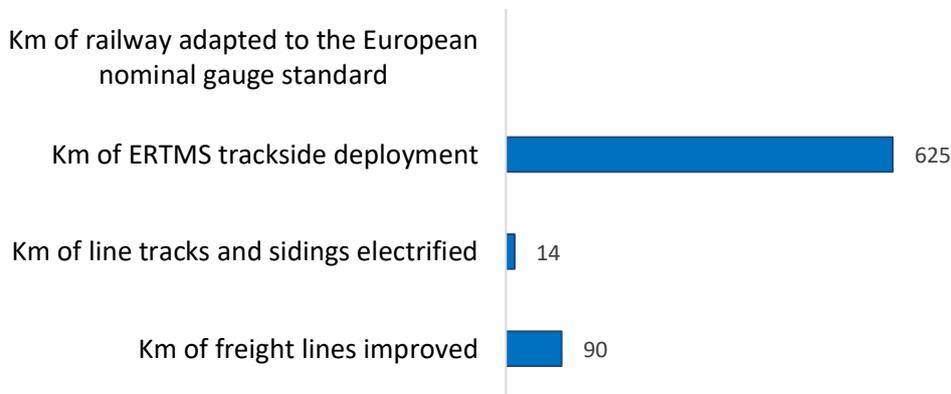
Currently, about half of the geographical sections (out of the 11 of the Action) are in implementation phase, the rest is either in the final or preparatory stage of planning.

**Trackside deployment of ERTMS level-2 on two cross-border sections (2016-BE-TM-0298-W)** concerns the deployment of ETCS Level 2, Baseline 2 on the Kapellen–Essen section of Line 12 (border with the Netherlands) and Libramont-Autelbas section of Line 162 (border with Luxembourg). These cross-border sections with a total length of 86.06 km double-track line are located on the North Sea–Baltic and the North Sea-Mediterranean Core Network Corridors (CNCs).

The Action is a part of the Belgian ETCS Masterplan and aims to improve the safety, capacity and interoperability conditions on the concerned CNCs and to allow seamless cross-border rail operations with the Netherlands and Luxembourg. The deployment on the Kapellen-Essen section is expected to be completed by end of 2020; works for the Libramont-Autelbas will start in the Summer 2020.

As a result of CEF Transport funding in Rail actions, a number of Km of railway lines is expected to be improved, in detail:

**Figure 2: Improved railway lines (number of km)**



2

<sup>2</sup> ERTMS first deployment means equipping a railway line section which was not equipped with the system before.

# NORTH SEA - MEDITERRANEAN CORE NETWORK CORRIDOR

## CEF funded Rail and Maritime Actions (excluding ERTMS)

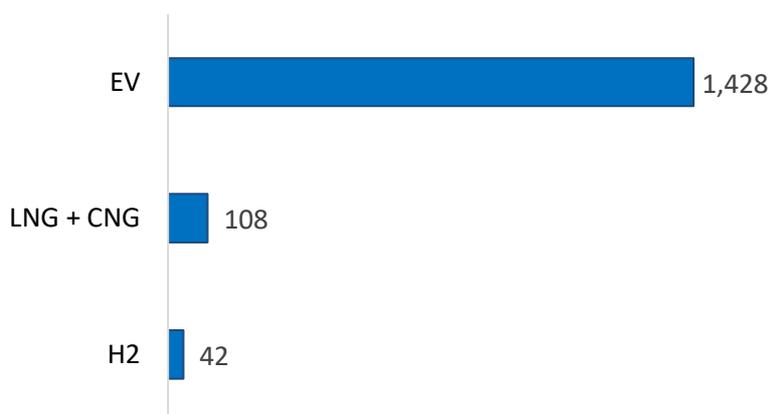


#### 2.1.4. Road

In total the road portfolio in the North Sea - Mediterranean Corridor is composed of 42 Actions, receiving €153.4 million in CEF Transport funding.

More than half of the funding allocated to road transport in this corridor is used for **decarbonisation** Actions encouraging the use of **alternative fuels** (gas, hydrogen and electricity). Actions concern essentially the deployment of charging/fuelling infrastructure for heavy-duty vehicles as well as for public transport buses, utilities vehicles and private cars (EVs) to be used for medium to long distances along sections of the corridor. As a result, 1,577 supply points for alternative fuel for road transport are expected to be installed, in detail:

**Figure 3: Number of supply points for alternative fuel for road transport**



Safe and secure Actions are being implemented in Belgian and Dutch sections of the corridor. CEF supports two types of “safe and secure actions”:

- i) Elimination of level crossings (20 level crossings to be removed in Belgium) and
- ii) Ensuring parking areas at the required distances along the corridor (3 certified safe and secure parking areas for trucks established in Belgium on the axis Antwerpen/Zeebrugge–Gent–Dunkerque/Lille–Paris and one near Breda in the Netherlands have been built).

CEF Actions in the field of ITS, focus on the implementation of the priority actions of EU Directive 2010/40/EU and its delegated regulations. CEF funding in this field acts as catalyst for the development of the corridor and to significantly improve the efficiency of the existing road network. ITS services have a proven impact on efficiency and safety on the corridor network.

In this area, [Arc Atlantic ITS Corridor phase 3 \(2016-EU-TM-0316-W\)](#) is the flagship Action, it aims inter alia to deploy ITS that impact directly passenger and goods transport on over 29,000 km of the North Sea- Mediterranean and Atlantic Corridors as well as in the urban nodes of London, Amsterdam, Paris and Antwerp. This objective will be met through the installation of the necessary ITS equipment and infrastructure on these Corridors in order to provide new or upgraded harmonised Traffic Management and Traffic Information Services.

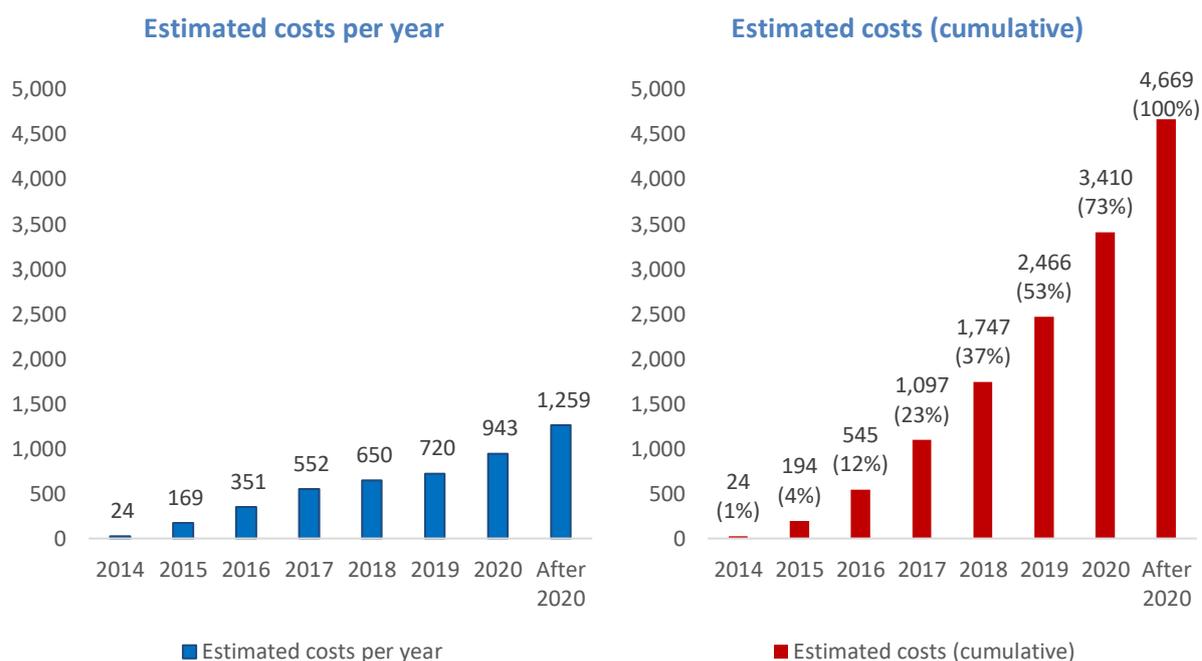
Finally, two studies are on-going to plan the upgrade of (i) a 25.4 km section of the A1 principal arterial route linking the capital cities and major ports of Belfast and Dublin (2016-UK-TA-0007-S); (ii) the construction of an enhanced ‘last mile connection’ from the TEN-T comprehensive port of Warrenpoint to the CNC (2016-UK-TA-0008-S).

## 2.2. Financial Progress

CEF Transport funding for actions in the North Sea - Mediterranean Corridor was initially<sup>3</sup> €2 billion, corresponding to €6 billion in eligible costs. Following amendments and closures, the actual funding going to this Corridor is €1.4 billion, corresponding to €4.5 billion in eligible costs. It is important to note that the major part of the reductions is re-injected in the 2019 MAP Call.

When taking into account the latest information available<sup>4</sup>, the costs necessary to implement CEF Transport actions are estimated at €4.7 billion<sup>5</sup>. The below figure gives an overview of the respective financial progress (in terms of estimated costs) of the overall Corridor portfolio. By the end of 2019 the financial progress reached was 53%.

**Figure 4: Estimated budget implementation (€ million)**



Whilst the above financial progress charts is based on cost estimates provided by the beneficiaries (updated annually in action status reports), the budgetary absorption of the allocated funding can also be analysed by assessing the payments made and interim/final costs claims processed. In fact, out of the €1.4 billion of CEF Transport funding:

- 41% or €575.4 million has already been paid (including pre-financing)
- 31% or €434.4 million of contribution has already been accepted (following the introduction of interim/final cost claims by beneficiaries).

## 3. Challenges affecting the implementation of Actions

In general terms, the most common implementation issues faced by Actions are mostly of administrative and financial nature. These issues have impacted a significant number of CEF Actions which have been amended, often with a longer implementation period and reduced scope and funding.

<sup>3</sup> i.e. grant agreement signature stage

<sup>4</sup> i.e. action status reports and received but not yet approved final payment claims.

<sup>5</sup> Higher estimated costs with respect to the initial or actual eligible costs are typically due to cost overruns reported in the ASRs.

With the bulk of funding allocated to large-scale cross-border projects, many – but not all – of the challenges faced by the CEF Actions in this corridor relate to obtaining the environmental authorisations and building permits, agreeing the procurement structure and taking decisions on the financing and its set-up.

Actions intervening in urban and industrial areas, where the impact on the environment is often more limited, can still face other issues which can complicate and lengthen the consultations and authorising procedures and start of works including: the sensitiveness of works on historical buildings, the impact on local traffic, on local residents and works, on nearby or associated infrastructure (roads, tramline, railway), and on pipelines and adjacent industry to be moved. Many stakeholders legitimately have a say in the procedure, which can delay significantly the process and the start of works.

Technical complexity of some of the Actions is also a challenge and can delay the approval of the concept and design studies, requiring additional research into optimising the layout and cost of the infrastructure, and reducing the impact on the local population.

Financing and structuring the biggest Actions is a major challenge as agreements on the share and method of financing as well as on the governance of the project need to be concluded between many stakeholders. The method of procurement and cost control are also a major challenge to the large-scale infrastructure projects which go through difficult, lengthy and highly political decision-making processes often delaying the start of the works. As a concrete example, the Seine-Escaut's Canal Seine-Nord Europe has, due to the magnitude of the works and investment, required several years of technical studies and then of re-engineering; political discussions and negotiations as well as legislative processes to reach an agreement on financing in 2017 and in 2019 as well as to create and set up the special project vehicle, the "*Société du Canal*" which is now fully operational.

Finally, the unexpected health crisis caused by COVID-19 and the measures taken to contain the epidemic have caused or increased existing delays and have also in some cases generated additional costs. The situation varies from one project to another, but at the time of drafting this report, the consequences of the health crisis could not yet be assessed or quantified precisely.

#### **4. Conclusion and Outlook**

This report has highlighted the state of play of the CEF portfolio, taking into account the objectives and priority areas defined by the European Coordinator, Péter Balázs.

As evidenced in section 2, the CEF Actions are contributing significantly to upgrading, digitalising and greening the IWW, maritime and rail infrastructure networks in order to stimulate modal shift towards these modes and increase accessibility of more peripheral regions. Numerous Actions are contributing to making road transport more efficient, greener and safer.

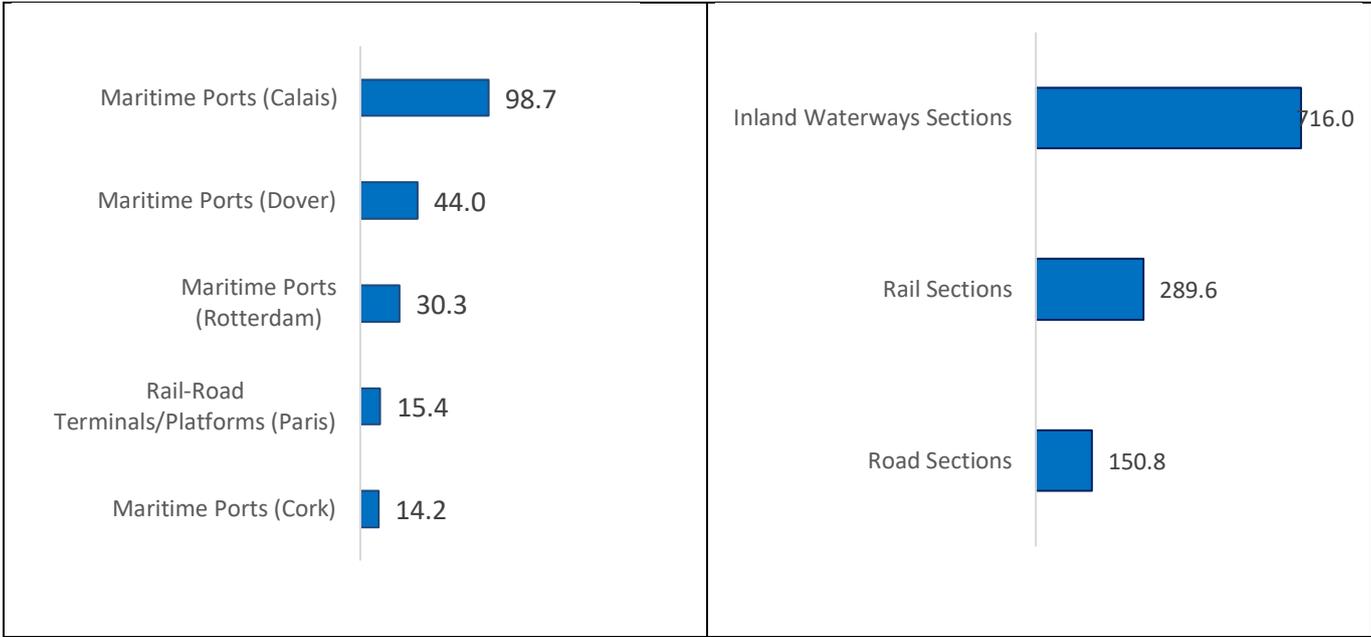
With regard to the implementation of Actions in the field of IWW, CEF Actions are key in implementing the Seine-Scheldt project and in removing some of the critical bottlenecks along the Corridor. Some CEF Actions will remove bottlenecks fully whilst others are contributing to their partial removal as further complex and large-scale works will need to continue until the objective is met.

In the rail sector, much progress will be achieved in tackling capacity and interoperability bottlenecks, however much will still need to be done beyond the end of the CEF Actions due to the sheer scale of works needed. Improvements will be brought step by step, relieving the pressure on some of the most congested areas gradually.

Whilst some of the Actions are receiving a large portion of the EU funding for the whole corridor, it is important to note that many smaller Actions are also having a significant impact on (i) improving multimodal connections and information systems, (ii) providing safer and more interoperable infrastructure as well as (iii) making alternative fuel available for road and waterborne transport.

## 5. Statistical Annex

<b>CEF Transport funding in the Mediterranean Corridor: €1.4 billion</b>																																							
<b>Corridor funding per priority</b> € million	<b>Corridor funding per type</b> € million																																						
<table border="1"> <thead> <tr> <th>Priority</th> <th>€ million</th> </tr> </thead> <tbody> <tr><td>Pre-identified projects on the...</td><td>915</td></tr> <tr><td>New technologies and...</td><td>131</td></tr> <tr><td>Other sections of the Core...</td><td>109</td></tr> <tr><td>European Rail Traffic...</td><td>78</td></tr> <tr><td>Motorways of the Sea (MoS)</td><td>66</td></tr> <tr><td>Multimodal logistics platforms</td><td>37</td></tr> <tr><td>Nodes of the Core Network</td><td>23</td></tr> <tr><td>Safe and secure infrastructure</td><td>21</td></tr> <tr><td>Intelligent Transport Services...</td><td>20</td></tr> <tr><td>River Information Services...</td><td>9</td></tr> <tr><td>Projects on the Core and...</td><td>3</td></tr> <tr><td>Freight Transport Services</td><td>2</td></tr> <tr><td>Rail interoperability</td><td>2</td></tr> <tr><td>Synergy</td><td>1</td></tr> </tbody> </table>	Priority	€ million	Pre-identified projects on the...	915	New technologies and...	131	Other sections of the Core...	109	European Rail Traffic...	78	Motorways of the Sea (MoS)	66	Multimodal logistics platforms	37	Nodes of the Core Network	23	Safe and secure infrastructure	21	Intelligent Transport Services...	20	River Information Services...	9	Projects on the Core and...	3	Freight Transport Services	2	Rail interoperability	2	Synergy	1	<table border="1"> <thead> <tr> <th>Type</th> <th>€ million</th> </tr> </thead> <tbody> <tr><td>Works</td><td>721</td></tr> <tr><td>Mixed</td><td>610</td></tr> <tr><td>Studies</td><td>86</td></tr> </tbody> </table>	Type	€ million	Works	721	Mixed	610	Studies	86
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<b>Corridor funding per TOP 5 Nodes</b> € million	<b>Corridor funding per Mode of Section</b> € million																																						



## 6. List of actions on the North Sea - Mediterranean Corridor

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Inland Waterways	2014-BE-TM-0054-M	The Albert Canal: lifting of bridges and upgrading to class VIb (part 4)	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	01/08/2014	31/03/2022	100%	59,042,911	147,607,278
Inland Waterways	2014-BE-TM-0238-M	Implementation of RIS in Belgium	Closed	River Information Services (RIS)	Mixed	01/06/2014	20/12/2017	98%	1,590,135	3,180,269
Inland Waterways	2014-BE-TM-0578-S	Watertruck+	Ongoing	New technologies and innovation	Studies	01/01/2014	30/06/2021	100%	6,955,025	13,910,050
Inland Waterways	2014-EU-TM-0129-W	New Lock Terneuzen (preparatory and ancillary works)	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2015	31/12/2020	100%	48,094,800	120,237,000
Inland Waterways	2014-EU-TM-0210-S	Pilot implementation of an Upper Rhine traffic management platform	Closed	New technologies and innovation	Studies	01/07/2014	30/06/2018	30%	297,750	595,500
Inland Waterways	2014-EU-TM-0373-M	Seine-Escaut 2020	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	01/01/2014	31/12/2022	91%	491,159,984	1,132,064,992
Inland Waterways	2014-FR-TM-0260-W	New Multimodal Terminal of the Port of Strasbourg / Lauterbourg site	Closed	Multimodal logistics platforms	Works	01/04/2015	31/07/2018	100%	1,995,277	9,976,385
Inland Waterways	2014-NL-TM-0069-W	Maasroute upgrading phase 2b 2015-2018	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2015	31/12/2019	100%	13,555,597	33,888,993
Inland Waterways	2014-NL-TM-0241-W	Preparatory activities and project management for the new large Amsterdam lock	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2014	31/12/2019	100%	11,095,628	27,739,070
Inland Waterways	2015-BE-TM-0024-W	Upgrading Flemish RIS Infrastructure	Ongoing	River Information Services (RIS)	Works	16/02/2016	31/12/2019	100%	1,175,000	2,350,000
Inland Waterways	2015-EU-TM-0038-W	River Information Services Corridor Management Execution (General Call)	Ongoing	River Information Services (RIS)	Works	15/02/2016	31/12/2020	50%	4,943,340	9,886,679
Inland Waterways	2015-EU-TM-0404-S	LNG Logistics	Ongoing	New technologies and innovation	Studies	25/08/2016	02/10/2018	80%	702,834	1,405,668
Inland Waterways	2015-FR-TM-0129-S	Studies to establish two ports on the Seine downstream from Paris-Port Seine Métropole Ouest and l'Eco-port des 2 Rives de Seine	Ongoing	Nodes of the Core Network	Studies	16/02/2016	31/12/2020	100%	1,704,500	3,409,000
Inland Waterways	2017-BE-TM-0015-W	The Albert Canal: lifting of bridges through a PPP	Ongoing	Pre-identified projects on the Core Network corridors	Works	16/04/2019	01/07/2022	100%	27,000,000	90,000,000
Inland Waterways	2017-BE-TM-0095-W	Increasing of gauge and capacity of Ampsin-Neuville lock site	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/07/2018	31/12/2023	100%	50,031,660	166,772,201
Inland Waterways	2018-EU-TM-0020-S	Masterplan Digitalisation of Inland Waterways	Ongoing	River Information Services (RIS)	Studies	01/07/2019	02/12/2022	57%	832,200	1,664,400

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Inland Waterways	2018-NL-TM-0096-W	Upgrade of the Combined Cargo terminal rail infrastructure at the Port of Moerdijk	Ongoing	Multimodal logistics platforms	Works	01/11/2018	31/12/2020	100%	3,688,711	18,443,557
Inland Waterways Total									723,865,352	1,783,131,043
Maritime	2014-EU-TM-0095-W	ReaLNG: Turning LNG as marine fuel into reality in the North Sea-Baltic region	Closed	Motorways of the Sea (MoS)	Works	01/01/2014	30/09/2017	97%	12,204,363	37,375,728
Maritime	2014-EU-TM-0333-W	BRIDGE (Building the Resilience of International and Dependent Gateways in Europe) - Motorways of the Sea II	Ongoing	Motorways of the Sea (MoS)	Works	01/07/2015	31/12/2020	100%	33,493,500	111,645,000
Maritime	2014-EU-TM-0385-M	Environmental compliance and upgrade of the North Sea MoS Felixstowe-Vlaardingen	Closed	Motorways of the Sea (MoS)	Works	01/01/2014	31/12/2016	50%	651,000	2,170,000
Maritime	2014-EU-TM-0451-M	Scrubbers: Closing the loop	Ongoing	Motorways of the Sea (MoS)	Mixed	21/04/2014	31/12/2018	50%	3,172,200	10,041,500
Maritime	2014-EU-TM-0487-M	Biscay Line - Multiple port Finland-Estonia-Belgium-Spain long distance MoS, relevant to many core network corridors	Closed	Motorways of the Sea (MoS)	Mixed	01/01/2014	31/12/2016	46%	1,992,592	6,641,974
Maritime	2014-EU-TM-0531-S	FRESH FOOD CORRIDORS	Closed	Motorways of the Sea (MoS)	Studies	01/09/2014	31/07/2018	33%	1,846,985	3,693,969
Maritime	2014-EU-TM-0671-S	Atlantic Interoperable Services (ATLANTIS)	Closed	Motorways of the Sea (MoS)	Studies	01/01/2014	30/04/2017	28%	361,531	723,063
Maritime	2014-EU-TM-0698-M	Sustainable LNG Operations for Ports and Shipping - Innovative Pilot Actions (GAINN4MOS)	Ongoing	Motorways of the Sea (MoS)	Mixed	01/01/2015	30/09/2019	40%	4,667,245	11,453,610
Maritime	2014-EU-TM-0724-W	Installation of gas and water cleaning system for the upgrade of the Atlantic Arch	Closed	Motorways of the Sea (MoS)	Works	01/03/2015	20/12/2017	33%	1,426,425	4,743,750
Maritime	2014-FR-TM-0395-W	Calais Port 2015	Ongoing	Pre-identified projects on the other sections of the Core Network	Works	01/01/2014	31/12/2019	100%	82,315,200	411,576,000
Maritime	2014-IE-TM-0091-W	Port of Cork Ringaskiddy Project	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2015	31/12/2020	100%	12,736,001	72,902,124
Maritime	2014-IE-TM-0222-W	Dublin Port Alexandra Basin Redevelopment Project - Creating Capacity and Removing a Bottleneck on a Core Port on the North Sea-Mediterranean Corridor	Ongoing	Pre-identified projects on the Core Network corridors	Works	23/03/2015	31/12/2021	100%	6,090,331	59,129,431

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Maritime	2014-UK-TM-0405-W	BRIDGE (Building the Resilience of International and Dependent Gateways in Europe) - Funding Objective 1	Ongoing	Pre-identified projects on the other sections of the Core Network	Works	01/07/2015	31/12/2019	100%	26,937,200	134,686,000
Maritime	2015-BE-TM-0248-W	Improving of the multimodal logistic platform of the port of Zeebrugge, in order to accommodate long freight trains	Closed	Multimodal logistics platforms	Works	01/03/2016	31/01/2019	100%	1,598,000	7,990,000
Maritime	2015-EU-TM-0098-M	DOOR2LNG -Upgrade of the maritime link integrated in the multimodal container transport routes	Ongoing	Motorways of the Sea (MoS)	Mixed	16/02/2016	30/06/2020	34%	5,733,296	18,952,321
Maritime	2016-EU-SA-0010	Go4Synergy in LNG	Ongoing	(blank)	Studies	15/12/2016	31/08/2019	33%	867,735	1,446,225
Maritime	2017-EU-TM-0169-W	EU Green Loop	Ongoing	New technologies and innovation	Works	12/04/2018	30/06/2022	100%	11,866,000	59,330,000
Maritime	2018-BE-TM-0139-M	Secure Parking Opportunities for Trucks (SPOT) in Flanders	Ongoing	Safe and secure infrastructure	Mixed	01/11/2018	30/05/2021	100%	4,188,172	20,295,860
Maritime	2018-BE-TM-0146-W	Extension and upgrade of combined transport Mercatordok Multimodal Terminal	Ongoing	Multimodal logistics platforms	Works	24/10/2018	31/12/2020	100%	2,155,400	10,777,000
Maritime	2018-EU-TM-0135-S	Application of Industry 4.0 Technologies towards Digital Port Container Terminals – iTerminals 4.0	Ongoing	New technologies and innovation	Studies	01/03/2019	31/12/2021	26%	962,065	1,924,130
Maritime	2018-FR-TM-0014-W	Modernisation of Med Europe combined transport terminal	Ongoing	Multimodal logistics platforms	Works	01/10/2019	31/03/2023	100%	2,733,800	13,669,000
Maritime	2018-FR-TM-0128-W	Improvement of multimodal logistics platforms at the port of Marseille for sustainable combined transport in Europe	Ongoing	Multimodal logistics platforms	Works	01/11/2018	30/06/2022	100%	1,204,000	15,050,000
Maritime	2018-NL-TM-0007-W	Upgrade of the combined transport RSC terminal Rotterdam	Ongoing	Multimodal logistics platforms	Works	24/10/2018	31/12/2022	100%	1,759,550	8,797,750
Maritime	2018-NL-TM-0144-W	Upgrade of combined transport Rotterdam World Gateway terminal	Ongoing	Multimodal logistics platforms	Works	25/10/2018	31/12/2022	100%	5,589,000	27,945,000
Maritime Total									226,551,592	1,052,959,434

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2014-BE-TM-0653-W	Improvement of the railway connection between Hatrival and Luxemburg, part of the cross-border rail link between Brussels and Luxemburg situated on the North Sea – Mediterranean CNC (EuroCap-rail)	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2014	31/12/2019	100%	35,552,000	88,880,000
Rail	2014-BE-TM-0655-S	ETCS: development of the generic design Level 2, key catalyst for the roll-out of ETCS 2 in Belgium	Ongoing	European Rail Traffic Management System (ERTMS)	Studies	01/07/2015	31/08/2020	100%	15,348,900	30,697,800
Rail	2014-BE-TM-0658-S	Feasibility study on the extension of the capacity of the Brussels North-South link	Closed	Pre-identified projects on the Core Network corridors	Studies	01/10/2015	31/12/2017	100%	124,221	248,441
Rail	2014-ES-TA-0685-W	Frigorail - Refrigerated rail transport between Spain, France and Belgium, using TEN-T corridors	Ongoing	Freight Transport Services	Works	01/09/2015	31/08/2019	12%	155,546	777,732
Rail	2014-EU-TM-0043-S	Improvement and promotion of Rail Freight Corridor North Sea – Mediterranean	Closed	Rail interoperability	Studies	01/01/2015	31/12/2018	100%	1,761,875	3,523,749
Rail	2014-FR-TM-0266-S	ARMIS : Air Rail rapid Metro Interconnection System	Closed	Nodes of the Core Network	Studies	01/10/2014	30/09/2017	20%	6,255,653	12,511,305
Rail	2014-FR-TM-0499-M	Detailed technical studies and construction works for the purpose of removing the bottleneck at the Strasbourg node	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	30/06/2015	31/12/2019	100%	24,600,000	79,200,000
Rail	2014-FR-TM-0504-S	Studies on optimisation of the 2nd phase of the Rhine-Rhone HSL East Branch and the handling of the Mulhouse node	Ongoing	Pre-identified projects on the Core Network corridors	Studies	01/02/2014	31/12/2019	100%	1,800,000	3,600,000
Rail	2014-FR-TM-0545-W	ETCS Deployment on the French part of the Antwerp-Basel route	Ongoing	European Rail Traffic Management System (ERTMS)	Works	01/01/2016	31/12/2020	100%	55,497,000	110,994,000
Rail	2014-IE-TM-0215-W	City Centre Re-signaling Project	Ongoing	Pre-identified projects on the Core Network corridors	Works	28/01/2014	31/08/2020	100%	10,936,600	36,455,333

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2014-LU-TM-0257-W	North Sea-Mediterranean. Section Brussel-Luxembourg-Strasbourg "EuroCap-Rail". Luxembourg rail network. WORKS regarding the construction of a new section providing a direct link between Luxembourg Station and Bettembourg Station.	Ongoing	Pre-identified projects on the Core Network corridors	Works	14/06/2016	31/12/2022	100%	25,947,000	86,490,000
Rail	2014-NL-TM-0230-S	Preparatory Study for deployment of ERTMS on the railway line section Kijfhoek (Port of Rotterdam) – Roosendaal – Belgian border – Core Network Corridor / Rail Freight Corridor North Sea – Mediterranean	Closed	European Rail Traffic Management System (ERTMS)	Studies	01/01/2015	31/03/2018	100%	1,069,068	2,138,136
Rail	2014-NL-TM-0233-W	Removing the bottleneck on the rail freight corridor between mainport Rotterdam and the European hinterland by realising the Theemsweg railway section.	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/10/2015	31/03/2021	100%	59,892,117	199,640,390
Rail	2014-UK-TA-0298-W	EURO-HUB - Investing in an open access finished vehicle handling facility and interoperable rail equipment to accommodate high frequent corridor train services for faster and efficient just-in-time deliveries with London/UK region	Closed	Freight Transport Services	Works	01/01/2014	31/12/2016	100%	-	-
Rail	2014-UK-TA-0713-M	Birmingham International Station Integrated TEN-T Transport Hub	Closed	Nodes of the Core Network	Mixed	15/08/2015	31/12/2017	50%	395,051	790,101
Rail	2014-UK-TM-0162-W	Bottleneck Alleviation and Cross Border Connectivity Works on a section of the North-Sea – Mediterranean Core Corridor Knockmore to Lurgan Rail Line	Closed	Pre-identified projects on the Core Network corridors	Works	01/01/2014	31/03/2019	100%	6,307,681	21,025,603
Rail	2015-FR-TM-0074-M	Core Network - Lyon urban node - elimination of the railway bottleneck	Ongoing	Nodes of the Core Network	Mixed	16/02/2016	31/10/2021	100%	5,574,874	14,200,411

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2015-NL-TM-0264-W	Deployment of ERTMS level-2 (only) trackside at the railway line Kijfhoek-Roosendaal- Belgian border	Terminated	European Rail Traffic Management System (ERTMS)	Works	01/08/2017	31/12/2020	100%	-	-
Rail	2016-BE-TM-0298-W	ETCS L2 track-side deployment on 2 cross border sections of the Core network Corridors	Ongoing	European Rail Traffic Management System (ERTMS)	Works	06/03/2017	30/06/2020	100%	2,355,000	4,710,000
Rail	2016-EU-TA-0193-S	Atlantic Rail Motorway: Modal shift of all types of semi-trailers on the Atlantic corridor	Ongoing	Freight Transport Services	Studies	08/02/2017	31/12/2020	5%	264,625	529,250
Rail	2016-FR-TA-0312-S	MiRO – Multimodal ROute connecting Barcelona to Paris	Ongoing	Freight Transport Services	Studies	01/07/2017	31/12/2020	50%	2,031,199	4,062,398
Rail	2016-FR-TM-0040-S	14@ORY: Streamlining services & facilities of Paris metro line 14 up to its future Paris Orly Airport connection	Ongoing	Nodes of the Core Network	Studies	01/07/2017	30/11/2020	100%	666,000	1,332,000
Rail	2016-FR-TM-0189-S	CFAL – New Rhone crossing: Studies in preparation for the Public Interest Enquiry	Ongoing	Nodes of the Core Network	Studies	07/02/2017	31/12/2020	100%	1,150,000	2,300,000
Rail	2016-FR-TM-0190-W	Lyon urban node – Elimination of the railway bottleneck (preparatory works)	Ongoing	Nodes of the Core Network	Works	07/02/2017	30/06/2020	100%	2,790,600	13,953,000
Rail	2016-FR-TM-0201-S	Relieving congestion at the Marseille railway node by increasing capacity on coastal railway lines - Detailed Studies	Ongoing	Nodes of the Core Network	Studies	07/02/2017	31/12/2020	50%	1,250,000	2,500,000
Rail	2017-FR-TM-0013-W	Core Network - Elimination of Lyon railway bottleneck	Ongoing	Pre-identified projects on the Core Network corridors	Works	27/11/2017	31/12/2023	100%	30,760,000	153,800,000
Rail	2018-BE-TM-0101-W	ETCS L2 track-side deployment on 4 sections of the Core Network Corridors	Ongoing	European Rail Traffic Management System (ERTMS)	Works	07/12/2019	30/11/2022	100%	3,425,000	6,850,000
Rail	2018-EU-TM-0110-W	MiRO 2 - Multimodal ROute connecting Barcelona to Paris	Ongoing	Multimodal logistics platforms	Works	01/02/2019	31/12/2023	50%	12,735,736	63,678,678
Rail	2018-EU-TM-0148-M	Automated combined transport terminal in Calais enabling the modal shift of all types of semi-trailers from road to rail	Ongoing	Multimodal logistics platforms	Mixed	01/11/2018	31/12/2023	50%	3,507,701	15,609,654

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2018-FR-TM-0098-S	Track-side deployment of ERTMS in the Channel Tunnel and interfaces with neighbouring networks : preparatory actions	Ongoing	European Rail Traffic Management System (ERTMS)	Studies	05/11/2018	27/11/2020	100%	661,400	1,322,800
Rail Total									312,814,844	961,820,781
Road	2014-BE-TM-0170-S	Pilot deployment of a smart (bio-)LNG/CNG network in Flanders, investigating an innovative 'mobile CNG pipeline' concept	Ongoing	New technologies and innovation	Studies	01/01/2015	31/12/2019	50%	733,250	1,466,500
Road	2014-BE-TM-0193-W	Safe and secure parking areas for trucks in Kruishoutem and Kalken	Closed	Safe and secure infrastructure	Works	01/01/2014	30/09/2017	100%	806,500	4,032,500
Road	2014-EU-TM-0196-S	FAST-E (DE/BE)	Ongoing	New technologies and innovation	Studies	01/09/2014	30/09/2018	18%	1,576,773	3,153,546
Road	2014-EU-TM-0579-M	UNIT-E	Closed	New technologies and innovation	Mixed	01/07/2015	30/06/2018	24%	416,028	832,055
Road	2014-EU-TM-0597-W	Arc Atlantique Corridor Phase II	Ongoing	Intelligent Transport Services for road (ITS)	Works	01/01/2014	31/12/2017	40%	9,212,745	46,063,724
Road	2014-EU-TM-0630-S	Connect2LNG	Ongoing	New technologies and innovation	Studies	01/10/2015	31/12/2020	25%	1,136,563	2,273,125
Road	2014-FR-TA-0566-W	TIMELY [INTER-NETWORKS TRAFFIC MANAGEMENT ON LYON METROPOLITAN AREA]	Closed	Nodes of the Core Network	Works	01/06/2015	31/05/2018	100%	2,129,477	10,647,384
Road	2014-FR-TM-0031-W	BioMovLNG	Ongoing	New technologies and innovation	Works	29/01/2015	30/09/2018	100%	1,677,554	8,387,771
Road	2014-NL-TM-0153-W	Safe & Secure Truck Parkings on core network in the Netherlands	Closed	Safe and secure infrastructure	Works	01/01/2015	31/12/2017	67%	825,268	4,126,342
Road	2014-UK-TM-0388-S	Study of Innovative Natural Gas Solutions for Road Transport in North West Europe with Pilot Deployment in UK and Netherlands	Ongoing	New technologies and innovation	Studies	01/01/2014	31/12/2018	100%	3,994,251	8,626,893
Road	2015-BE-TM-0244-W	Elimination of level crossings on the Core Network Corridors in Belgium in order to increase safety and remove bottlenecks for both rail and road	Ongoing	Safe and secure infrastructure	Works	01/03/2016	31/12/2020	57%	4,075,500	20,377,500
Road	2015-EU-TM-0186-S	The Causeway Study - Impact of CNG on the Irish Gas Network	Ongoing	New technologies and innovation	Studies	16/02/2016	31/12/2020	100%	6,546,224	16,147,569

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Road	2015-EU-TM-0316-S	Models for Economic Hydrogen Refuelling Infrastructure	Ongoing	New technologies and innovation	Studies	01/07/2016	31/12/2020	48%	2,644,560	5,289,120
Road	2015-EU-TM-0367-S	ULTRA-E	Ongoing	New technologies and innovation	Studies	01/03/2016	31/12/2019	24%	1,570,236	3,140,472
Road	2015-EU-TM-0422-S	LNG motion: Fuelling trucks with LNG/CNG along the core network	Ongoing	New technologies and innovation	Studies	16/02/2016	30/06/2021	15%	1,861,712	3,723,423
Road	2016-DE-TM-0332-S	LNG4Trucks	Ongoing	New technologies and innovation	Studies	07/02/2017	31/12/2020	14%	1,341,920	2,683,840
Road	2016-EU-TM-0121-W	High speed electric mobility across Europe	Ongoing	New technologies and innovation	Works	01/07/2017	31/12/2020	19%	1,931,920	9,659,600
Road	2016-EU-TM-0126-S	ECO-GATE: European COrridors for natural GAS Transport Efficiency	Ongoing	New technologies and innovation	Studies	07/02/2017	31/12/2020	4%	381,128	762,256
Road	2016-EU-TM-0175-S	H2Benelux	Ongoing	New technologies and innovation	Studies	07/02/2017	31/12/2020	75%	5,414,156	13,113,412
Road	2016-EU-TM-0277-S	BENEFIC	Ongoing	New technologies and innovation	Studies	01/07/2017	31/12/2020	62%	4,699,600	23,033,000
Road	2016-EU-TM-0316-W	Arc Atlantique Phase 3	Ongoing	Intelligent Transport Services for road (ITS)	Works	01/03/2017	31/12/2020	82%	10,657,101	53,285,507
Road	2016-EU-TM-0337-S	E-VIA – FLEX-E mobility in ES, FR, IT	Ongoing	New technologies and innovation	Studies	01/07/2017	31/03/2021	7%	234,150	468,300
Road	2016-NL-TM-0339-S	BIOLNG4EU	Ongoing	New technologies and innovation	Studies	07/02/2017	31/12/2022	38%	3,116,000	6,232,000
Road	2016-UK-TA-0007-S	NS-Med Corridor A1 Belfast to Dublin Road Safety Improvements - Development Studies	Ongoing	Projects on the Core and Comprehensive Networks	Studies	07/02/2017	31/12/2020	100%	1,353,181	2,706,361
Road	2016-UK-TA-0008-S	Removal of a Major Bottleneck on the NS-Med Corridor at Newry/Warrenpoint	Ongoing	Projects on the Core and Comprehensive Networks	Studies	01/02/2017	31/12/2020	100%	1,524,850	3,049,699
Road	2017-DE-TM-0064-W	EUROP-E: European Ultra-Charge Roll Out Project - Electric	Ongoing	New technologies and innovation	Works	15/07/2017	31/12/2021	14%	5,474,753	27,373,765
Road	2017-DK-TM-0083-W	H2Bus Europe	Ongoing	New technologies and innovation	Works	01/05/2018	31/12/2023	37%	14,663,322	73,316,610
Road	2017-EU-TM-0068-W	MEGA-E: Metropolitan Greater Areas - Electric	Ongoing	New technologies and innovation	Works	01/08/2017	31/12/2021	25%	7,325,083	36,625,413
Road	2017-EU-TM-0080-W	BioLNG EuroNet	Ongoing	New technologies and innovation	Works	12/04/2018	31/12/2023	13%	3,303,248	16,516,240
Road	2017-FR-TM-0034-W	Blue Stations Network	Ongoing	New technologies and innovation	Works	01/01/2018	31/12/2020	57%	3,109,350	15,546,750
Road	2017-FR-TM-0052-W	Zero Emission Valley	Ongoing	New technologies and innovation	Works	01/01/2018	31/12/2023	65%	6,585,670	32,928,350
Road	2017-FR-TM-0109-W	LAST MILE	Ongoing	New technologies and innovation	Works	01/01/2019	31/05/2022	42%	2,912,766	14,563,828
Road	2017-FR-TM-0111-W	CORRI-DOOR <sup>2</sup>	Ongoing	New technologies and innovation	Works	01/10/2018	31/03/2022	74%	3,583,242	17,916,210

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Road	2017-FR-TM-0117-W	Olympic Energy: Tipping the scale towards Bio-CNG for European Transport starts in TEN-T Core Urban Node Paris!	Ongoing	New technologies and innovation	Works	12/04/2018	30/06/2022	100%	5,719,796	28,598,981
Road	2017-IE-TM-0141-W	Green Connect - A Public CNG Network	Ongoing	New technologies and innovation	Works	13/04/2018	29/12/2023	100%	11,621,845	58,109,226
Road	2017-NL-TM-0060-W	REMETBUS2 Rotterdam	Ongoing	Nodes of the Core Network	Works	01/01/2018	31/12/2021	33%	1,077,971	13,802,448
Road	2017-NL-TM-0143-W	Zero emission public transport services for Schiphol Amsterdam Airport and along the core corridors.	Ongoing	New technologies and innovation	Works	15/04/2018	31/03/2022	35%	4,739,850	23,699,251
Road	2018-BE-TM-0068-M	Improving Road Safety in Flanders	Ongoing	Safe and secure infrastructure	Mixed	24/10/2018	31/12/2023	64%	4,036,096	10,580,480
Road	2018-BE-TM-0108-W	Removal of 11 level crossings on 2 Core Network Corridors in Belgium	Ongoing	Safe and secure infrastructure	Works	24/10/2018	31/12/2022	95%	3,939,650	19,698,250
Road	2018-NL-TM-0036-W	Innovative and digital bike storage solutions in urban nodes for efficient passenger transfer and last-mile connections	Ongoing	New technologies and innovation	Works	24/10/2018	31/12/2023	74%	2,088,650	10,443,250
Road	2018-NL-TM-0091-W	Secure Truck Parking on the Topcorridors in the Netherlands (SecureNL)	Ongoing	Safe and secure infrastructure	Works	01/11/2018	31/12/2022	68%	2,562,957	12,872,713
Road	2018-NL-TM-0111-S	Central Gate	Ongoing	Safe and secure infrastructure	Studies	01/11/2018	31/05/2021	100%	796,500	1,593,000
Road Total									153,401,395	667,466,663

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