European Commission

# *CEF support to*

# Mediterranean Corridor

*Innovation and Networks Executive Agency*

# Mediterranean

**FERBUARY 2018**

# Table of Contents

# 1. Introduction

The Mediterranean Corridor is the main east-west axis in the TEN-T network south of the Alps, linking the Iberian Peninsula with the Hungarian-Ukrainian border. It follows the Mediterranean coastlines of Spain and France, crosses the Alps towards the east through Northern Italy, leaving the Adriatic coast in Slovenia and Croatia towards Hungary. This Corridor - of about 3,000 km - integrates former Priority Projects 3 and 6, ERTMS Corridor D and corresponds to the Mediterranean Rail Freight Corridor.

Apart from the Po River and some other canals in Northern Italy, it mainly consists of road and rail. The Work Plan also underlines the maritime dimension of the Corridor. Ports represent the main gateways for passengers and freight transport to core network corridors and freight traffic is expected to double by 2030 as compared to 2010 levels. Ports also lie within very important global trade routes, such as traffics from the Sea of China through the Suez channel, traffic of short sea shipping and RoRo (Ron-on/Ron-off) services among the Corridor's countries, and between Europe and Northern Africa.

Since the adoption of the first Mediterranean Core Network Corridor Plan in 2014, in line with the TEN-T and CEF Regulations, the European Coordinator indicated that the Corridor is almost fully compliant with the requirement of the EU regulation 1315/2013 for the main parameters of road, ports and IWW, while airport and port connectivity to rail and some rail KPIs (e.g. ERTMS, axle load and track gauge) are not yet fully compliant. In his work plan, the Coordinator recommended technical improvements for rail and road, together with the completion of missing key sections, the connectivity of maritime ports, bottlenecks, and finally to strengthen the governance for an efficient functioning of the Mediterranean Corridor as economic and trade network.

This is the first INEA report aimed at presenting the contribution of CEF funded Actions to the implementation of the Corridor.

120 Actions are co-funded along the Mediterranean Corridor following the 2014-2017 CEF Transport calls for proposals, i.e. €2.9 billion in CEF funding for a total investment of €6.1 billion. This amount includes €1.4 billion from the cohesion fund supporting Actions in Slovenia, Croatia and Hungary. The largest share of funding is allocated to rail (more than €2.4 billion, i.e. 85%) followed by projects aiming at making road transport cleaner and safer (nearly €148 million).

The large majority of the CEF co-funded Actions are ongoing (8 out of 120 are reported to be finished). A large share of CEF support in the Mediterranean Corridor builds on previous TEN-T programme.

As indicated in this report, CEF is expected to positively contribute to each Corridor priorities by mode of transport. Ongoing works are implementing the UIC standard gauge in the southern stretch of the Corridor, thus solving a major obstacle to cross-border rail services between Spain and France and within the EU. Upgrading works along the Hungarian railway network are expected to eliminate an important bottleneck and increase the capacity, service quality, safety and security of the Corridor railway network. Ongoing works at the Port of Rijeka are expected to provide full rail connectivity of this maritime port and ultimately contribute to strengthen the relevance of the Corridor for the international trade of goods.

The Corridor work plan also indicates a number of key projects, like the Lyon-Turin Cross border section, ITS for road, GAIN4MOS. These projects are ongoing.

Finally, CEF contributes to improve governance. As recommended by the European Coordinator, good cooperation between Member States in the frame of the corridor organizations is essential for achieving the common goal of implementing the core network in Europe by 2030. CEF investments support cross-border cooperation, like in the case of Lyon-Turin, Trieste-Divača and the Mediterranean Rail Freight Corridor. As regards Lyon-Turin, setting up of the new public promoter and the timely ratification of the Binational Treaty were major steps achieved with CEF support. As regards the Trieste-Divača and Rail Freight Corridor, CEF supports the European Economic Interest Grouping (EEIG) to coordinate activities and ensure the collaboration among stakeholders.

As outlined by the European Coordinator, developing the Mediterranean Corridor as the backbone of international exchanges between the Eastern and Western parts of Europe will contribute to the economic growth and competitiveness of these countries and facilitate their connection with third countries (in particular with countries in North and West Africa as well as in the East).

This report presents how the projects listed in the Mediterranean Corridor Work Plan benefit from CEF investments.

## 2. Action portfolio: State of play[1]

CEF Transport has so far funded grants worth €22.3 billion with a total investment in the European economy of €46 billion. The current portfolio of actions in the Mediterranean corridor comprises 120 grant agreements[2] allocating €2.9 billion of actual CEF Transport Funding (corresponding to 19% of total number of CEF Transport actions and 13% of total actual CEF Transport funding). There have been no terminations or closures of these grant agreements so far.

### 2.1. Operational Implementation

For the Mediterranean Corridor, the Core Network Corridor priority (under Funding Objective 1) represents 90% of actual CEF Transport funding. Other priorities, such as innovation under Funding Objective 2 and ERTMS under Funding Objective 1, also contribute to the development of the Corridor.

Nevertheless CEF funded Actions address all other priorities identified by the European coordinator. For example, 43 Actions (representing in total about 4.4% of the total CEF funding to Mediterranean corridor projects) in sectors such as intelligent transport systems or innovation will contribute significantly to the efficient use of infrastructure and to the reduction of its congestion.

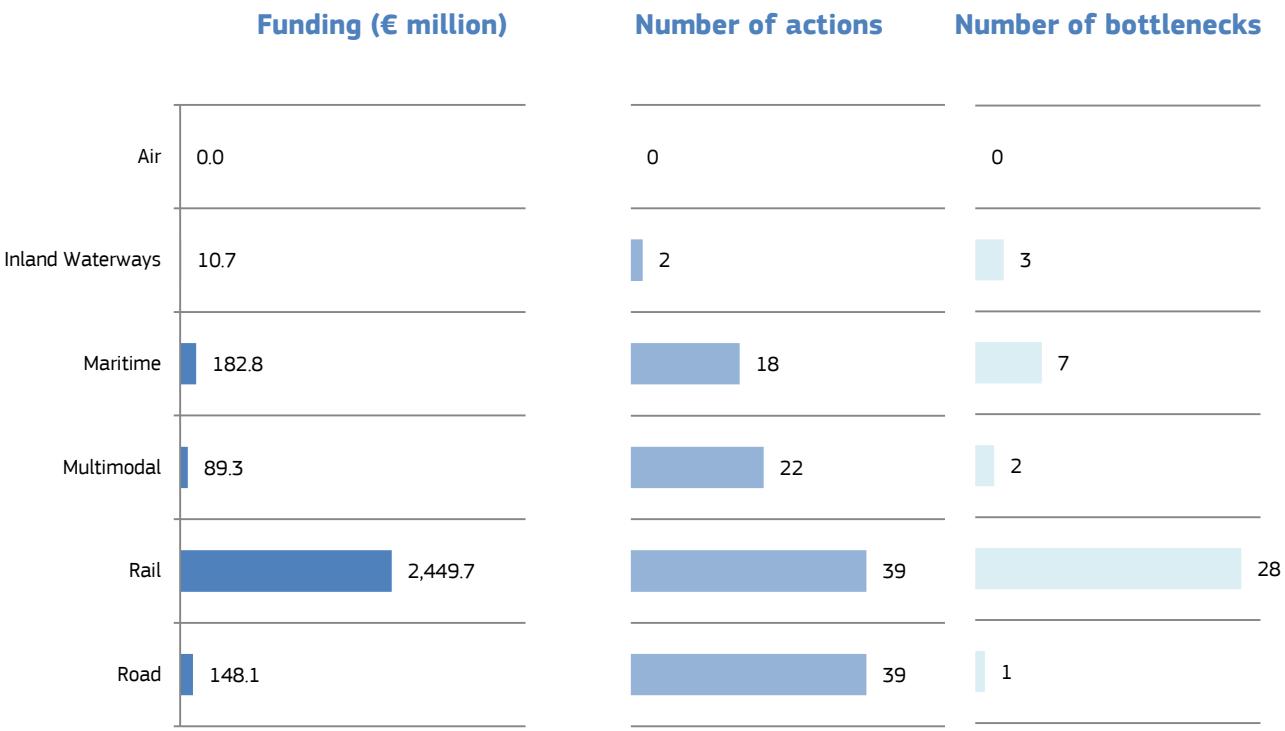
Due to its location, the funding for the Mediterranean portfolio is split evenly between the Cohesion and the General envelopes. 32% of the funding goes to Actions involving beneficiaries from two or more Member States. The remaining 68% go to Actions involving only beneficiaries of the same Member State. 53% of the actual CEF Transport funding is linked with works Actions and another 43% is linked with mixed Actions involving both works and studies. The highest number of Actions is under the rail transport mode, which also receives most of the actual funding (85%). Upon

[1] As of February 2018.

[2] Of which 108 have been signed following the 2014-2016 Calls, and 12 are under preparation following the 2017 Blending-1 Call.

completion of the ongoing Actions, 41 bottlenecks, mainly concerning railway sections with cross-border impact, will be addressed by CEF Actions in this Corridor.

**Figure 1: Statistics by transport mode**




### 2.1.1. Inland Waterways

As indicated in the Coordinator Work Plan, about 80% of the IWW network of the Mediterranean Corridor meets basic requirements of TEN-T Regulation.

In total, the inland waterway portfolio in the Mediterranean Corridor is composed of 2 Actions, receiving €10.7 million in CEF Transport funding. 87% of such support (2014-IT-TM-0543-W) is invested into addressing 3 bottlenecks along the Northern Italy waterway system. This is where the 20% non-complying IWW network of the Corridor is mainly located. It also presents problems of accessibility and navigability reliability, which the Coordinator identified as the most critical inland waterways issues.

Built on previous TEN-T support, CEF contributes to the Corridor implementation by supporting the Northern Italy Waterway System to reach the standards of the inland waterways class V. Ongoing works to construc the Isola Serafini new navigation lock, Porto Levante new embankment and to updgrade the Boicelli Canal are expected to allow the regulation of the Po river and waterway connecting the Adriatic Sea to the upper basin of the river and improve the link with the rest of the Northern Italy Waterway System.

### 2.1.2. Maritime

The Work Plan underlines the maritime dimension of the Mediterranean Corridor. Ports represent the main gateways for passengers and freight transport to core network corridors and freight

traffic is expected to double by 2030 as compared to 2010 levels. Traffic of short sea shipping and RoRo (Ron-on/Ron-off) services among the Corridor's countries or between Europe and Northern Africa is expected to grow rapidly along with the development of the motorways of the sea and the economic and demographic growth of Africa. All ports of the Mediterranean Corridor are reported to meet the basic requirements of TEN-T Regulation. In his work plan, the Coordinator indicates that a full rail connectivity of maritime ports is key element for the success of the Corridor and underlines that ports' rail and road connections are key priorities by 2030.

18 CEF Actions are implemented in the maritime portfolio, receiving €182.8 million to address 7 bottlenecks in Croatia and Spain (74% of investments) and equip the ports of the Mediterranean Corridor with supply points for alternative fuels.

5 Actions in this transport mode are implemented in Croatia. Ongoing works at the Port of Rijeka include Brajdica new intermodal terminal for containers, Zagreb pier container terminal and General cargo terminal at the Raša basin. They are expected to improve the railway connection of the Port and ultimately to support North Adriatic Ports association (NAPA) which brings together Croatian, Italian and Slovenian ports (Rijeka, Venice, Trieste and Koper) as a multiport gateway to the markets of Central Europe.

In Spain, CEF investment in the Port of Valencia (2014-ES-TM-0272-M) is expected to improve the rail connection of the port and its terminal to the corridor by enabling UIC gauge train and longer (up to 750m) trains to reach the port terminals. This will contribute to the better integration of the maritime transport in the logistic chain. Other CEF investments to improve the rail connectivity of Spanish Ports of the Corridor are listed under multimodal transport.

The work plan identifies the provision of alternative fuels for maritime transport as another bottleneck for the seaport of the Mediterranean Corridor and important reductions in GHG can be expected with the development of LNG facilities in ports and the improvement of short-sea services like Motorways of the Sea.

Within the GAINN global project three CEF Actions are implemented in the Mediterranean Corridor to build LNG bunkering facilities at ports and equip them with supply points for alternative fuels. GAINN4MOS (2014-EU-TM-0698-M; 2014-EU-TMC-0700-S) is listed as a key project bringing innovative solutions that can generate clear benefits for users or/and society. These Actions contribute to implement LNG bunkering project in the core ports of Koper, Venezia, Fos-Marseille and are expected to provide initial pilot infrastructures required to comply with Directive 2014/94/EU on the deployment of alternative fuels infrastructure.

The implemented study, prototyping and roll-out start-up paved the way to a larger scale project. This larger scale project is now co-funded under the CEF blending call (2017-EU-TM-0062-W) and will implement a set of new LNG infrastructure. All this will foster the development of the LNG cross-border and multi-modal transport and distribution chain along the Mediterranean, Baltic - Adriatic and Scandinavian - Mediterranean Corridors.

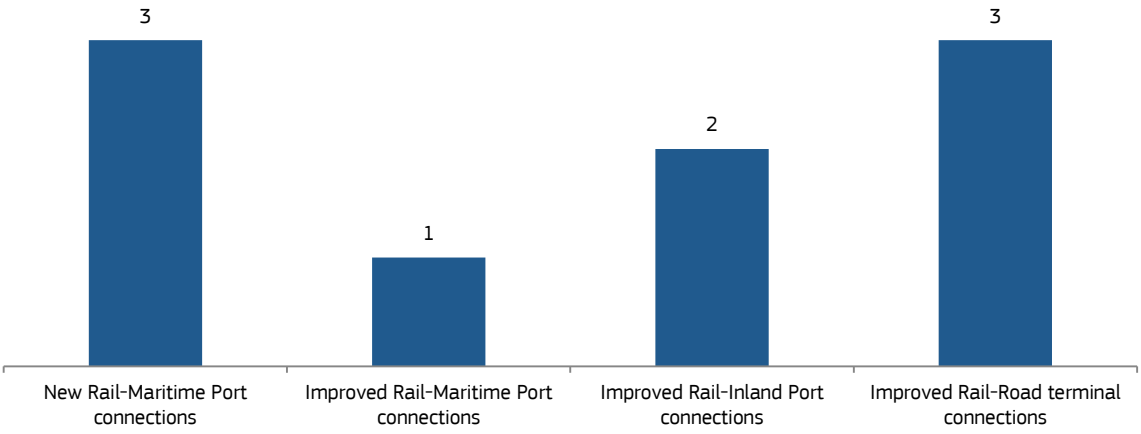
Motorways of the Sea CEF investments further contribute to support the maritime dimension of the Mediterranean Corridor. Ongoing CEF support to renew Pier VI in the port of Trieste (2015-EU-TM-0310-M), Venice Ro Port terminal (2016-EU-TM-0342-M) and to improve Koper and Barcelona Ports access and railways connections (2015-EU-TM-0250-M) are expected to enable modal shift

from road to maritime transport and enhance the participation of Mediterranean ports to Motorway of the Sea of South-East Europe and between Europe and Northern Africa.

### 2.1.3. Multimodal

As indicated in the work plan, fostering multimodal transport infrastructures for people and goods is a primary objective for meeting the demand for mobility in highly populated and intense economic developed areas of the Corridor. In total the multimodal portfolio in the Mediterranean Corridor is composed of 22 Actions, receiving €89.3 million in CEF Transport funding.

**Figure 2: Multimodal Connections (number of multimodal platforms)**




Almost half of CEF support for multimodal connection is invested in Spain, where Actions will connect three multimodal logistical platforms (Bahia de Algericas, Barcelona and Valencia) to the railway. Activities (2015-ES-TM-0227-M) are expected to build a missing railway link to these terminals, thus improving the connectivity and interoperability of the Spanish section of the Corridor. The whole Mediterranean Core Network Corridor is expected to benefit from such investment.

CEF is also funding a number of Actions due to provide standard gauge access to the logistics and rail freight facilities in Barcelona and Tarragona ports. In particular, CEF support was allocated to Action 2015-ES-TM-0227-M with the aim to equip the terminal in Barcelona with mixed rail (Iberian gauge and standard gauge). Similarly, CEF support was granting to works (2014-ES-TM-0481) aiming at equipping the new southern rail access of the Port with both UIC and Iberian gauge to the mixed gauge railway network and more efficiently to the Can Tunis Marshalling Yard. Works at the new intermodal terminal in Tarragona (2014-ES-TA-0026-M) are expected to construct an open access intermodal rail-road terminal directly connected to the Mediterranean Corridor and significantly improve the access of the regional industry to rail-road intermodal freight transport to Central and northern Europe.

CEF Actions are implemented to improve the connection to the railway network at Lyon and Sevilla ports. CEF support (2015-ES-TM-0251-W) upgrading the existing 2.3 km railway network and constructing a new railway network around the port facilities are expected to improve the core maritime and inland port of Sevilla.

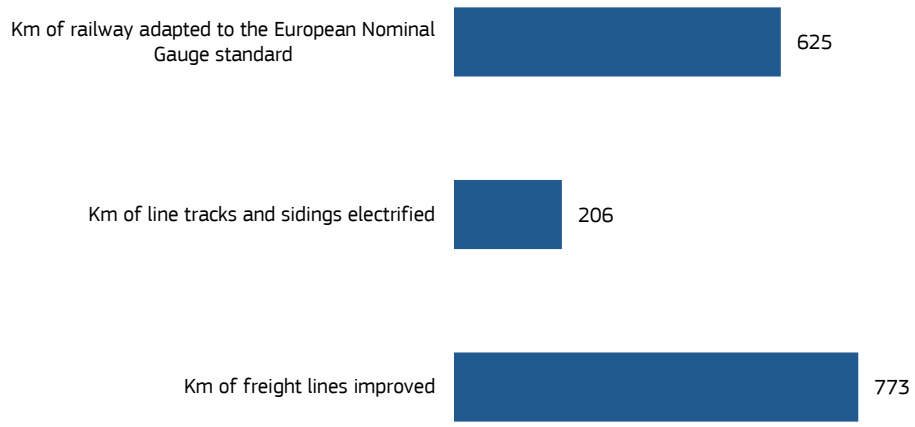
Finally, CEF investments are made to improve the rail-road terminals in Genova and Padova. Ongoing works (2014-IT-TM-0591-M; 2015-IT-TM-0247-M) to improve the efficiency of the new large container terminal of Interporto Padova SpA, ICT infrastructure, gate automation, rail tracks and safe and security upgrading are expected to further develop the multimodal logistic platform of Padova. In the port of Vado Ligure, works (2015-IT-TM-0312-M) installing 4 railway tracks with a length of 450 m, an automatized Railway Gate and a bridge allowing road and rail access to the terminal are expected to improve the last mile connection and interconnection with Short Sea Shipment services.

### 2.1.4. Rail

Different track gauges, limited ERTMS deployment, restrictions in terms of train length and axle load are hampering the development of the rail transport mode on the Mediterranean Corridor.

Actions in the Mediterranean Corridor expect to adapt, upgrade and improve several km of railway lines. Furthermore, Actions belonging to this transport mode are expected to address 28 bottlenecks.

**Figure 3: Improved railway lines (number of km)**




In total the rail portfolio in the Mediterranean Corridor is composed of 39 Actions, receiving €2.5 billion in CEF Transport funding, almost totally (99%) invested to build cross-border infrastructures and bridging missing links (Funding Objective 1). CEF funding will significantly contribute to improve the corridor compliance with the technical parameters laid down in the TEN-T guidelines.

**Figure 4: Railway lines equipped with ERTMS (number of km)[3]**


The largest rail Actions are located at the French-Italian cross border section, in Hungary and Spain.

The work plan underlines the strategic position of the Lyon-Turin 57km base tunnel. It is the main missing link in the Corridor and a fundamental element to improve the connection between south-western Europe and central/eastern European countries. CEF investment is granted through Action (2014-EU-0401-M) that builds on previous TEN-T Actions. CEF funding is crucial to ensure the transition of the project towards the the construction phase of the main tunnel tubes, expected to start in 2017.

In his work plan, the Coordinator underlined the necessity to not only work on the tunnel itself but also to improve the access to the tunnel. To that effect, CEF funded Actions (2015-FR-TM-0074-M; 2016-FR-TM-0190-W) at Lyon railway junction, European crossroads for freight and passenger traffic, are expected to improve line capacity and safety. In addition, an Action (2017-FR-TM-0013-W) funded under the CEF Blending Call will address 1 bottleneck thus improving operating conditions on the existing network and relieve the pressures created by the bottleneck in the centre of Lyon.

A CEF funding Action (2014-ES-TM-0438-W) that builds on previous TEN-T Actions, aims at implementing the UIC standard gauge along the 489 km Valencia-Tarragona-Barcelona track section. The Actions aim at removing a bottleneck and enhance interoperable rail connection to Europe linking ports, logistical centres, individual branches and stations without interruptions at the border.

In addition to the equipment of the Valencia-Tarragona-Barcelona track section a number of Actions aim at supporting the UIC gauge connection of ports and terminals to this section. This includes works (2014-ES-TM-0398-W) providing standard gauge access at the Constanti Logistical Center, and the above mentioned works at the rail access of the port of Barcelona, port of Valencia and at Tarragona intermodal terminal (see maritime section). This support is complementary to ongoing CEF support for the deployment of the ERTMS signaling system at Barcelona urban node (2014-ES-TM-0510-W) and along 2 stretches of approximately 655 km of Barcelona-Madrid

[3] ERTMS first deployment means equipping a railway line section which was not equipped with the system before. ERTMS upgrade means equipping, in compliance with the legally binding Baseline of a railway line, a section already equipped with the system, and compliant with an older Baseline version.

section. In addition an Action (2017-ES-TM-0063-W) received funding under the CEF Blending to equip with UIC gauge the Castellbisbal- Nudo Vilaseca Section.

These investments are expected to significantly improve the access and interoperability along the Corridor and within Europe. The corridor work plan also noted that these investments will contribute to improve the use of the Figueres-Perpignan high speed line, along the Spain-France cross border section.

6 Actions (€804 M funding) are implemented in Hungary to modernise the railway network and eliminate critical bottlenecks identified by the Coordinator in his work plan. The upgrading of Hungarian railway network to TEN-T standards is expected to ultimately contribute towards the improvement of the cross border connection with Croatia. Works and Studies (2015-HU-TM-0003-M) are expected to upgrade the 29.6 km double-track, Százhalombatta - Pusztaszabolcs section and develop the Budapest Kelenföld - Croatian border railway line. Works (2014-HU-TMC-0493-W) are also expected to upgrade 20.5 km Kelenfold-Szazhalombatta section and solve a current bottleneck on the Hungarian section of the Corridor. Finally works (2015-HU-TM-0158-M) are expected to modernized the 51.6 km long, double-track Budapest-Rakos-Hatvan section and develop the Budapest-Zahony railway line.

The deployment of the European Rail Traffic Management System (ERTMS) is another priority identified by the Coordinator for Hungary. Ongoing works (2015-HU-TM-0053-W) cover the second and last stage of the deployment of the railway Global System for Mobile Communications (GSM-R) on 956 km of the Hungarian railway network.

The work plan finally indicates the Budapest urban node as a relevant critical issue for the Corridor regarding the lack of capacity, and overlapping of different types of rail traffic. CEF investment (2015-HU-TM-0134-W) is expected to remove this rail bottleneck by upgrading the southern Budapest Railway Bridge and the connected railway line.

5 Actions (€161M funding) are implemented in Slovenia to address major bottlenecks, improve the rail network to TEN-T standards and ultimately contribute towards the improvement of the cross border connection with Italy and Croatia.

Built on previous TEN-T support, CEF supports the upgrade of the Zidani Most–Celje railway section (2015-SI-TM-0228-W) and of the three railway stations (Rimske Toplice, Laško, Celje, 2014-SI-TMC-0301-M; 2016-SI-TMC-0151-M; 2016-SI-TMC-0153-M). CEF funding is also provided to upgrade the Koper-Divača single-track railway line. Works (2014-SI-TMC-0537-W) upgrading the Poljčane-Slovenska Bistrica double-track section are expected to increase the load capacity and improve the interoperability of the railway line. In addition, an Action (2017-SI-TM-0016-W) received funding under the CEF Blending to remove a current single-track bottleneck and provide an important hinterland connection to the Port of Koper.


MEDITERRANEAN
CORE NETWORK CORRIDOR
CEF funded Rail Actions
(excluding ERTMS)
Norway
Sweden
Estonia
Latvia
Lithuania
Russia
Belarus
Denmark
Ireland
United Kingdom
Netherlands
Belgium
Germany
Poland
Czech Republic
Slovakia
Ukraine
Budapest
Austria
Hungary
France
Switzerland
Romania
Ljubljana
Slovenia
Croatia
Zagreb
Lyon
Milano
Torino
Italy
Venezia
Bologna
Bosnia and Herzegovina
Serbia
Montenegro
Marseille
Portugal
Spain
Barcelona
Madrid
Albania
Greece
Valencia
Sevilla
Algeria
Tunisia
Libya
Urban Nodes
CEF Actions on Railways
Mediterranean Corridor (rail)
Cartography: INEA, January 2018
© EC, DG MOVE, TENtec for TEN-T network
© EuroGeographics for the administrative boundaries
0
250
500
km

### 2.1.5. Road

This section also includes information on Actions in the areas of ITS and clean fuels.

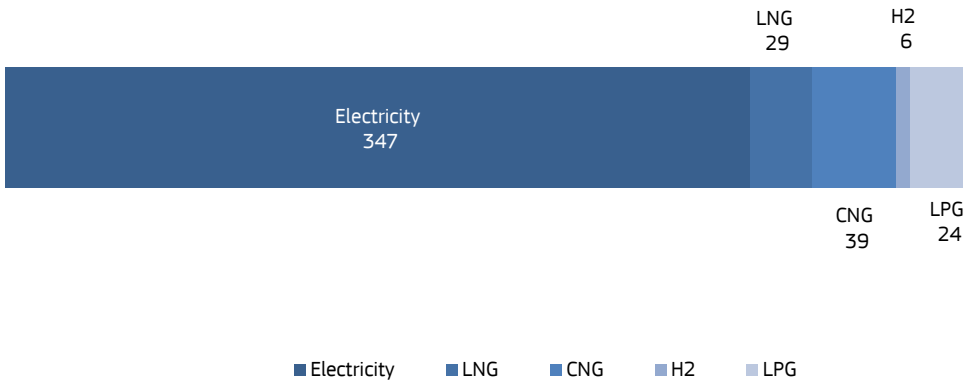
As indicated in the work plan, road is the dominant mode for trade flows between Corridor regions. The Corridor compliance for road is about 100% and CEF supports to road projects focus on fostering the development of secure parking, the availability of clean fuels as well as the deployment of intelligent transport system.

In total the road portfolio in the Mediterranean Corridor is composed of 39 Actions, receiving €148.1 million in CEF Transport funding.

14 Actions (38% of funding) deploy Intelligent Transport systems (ITS) for a total amount of €55.9 million. Built on previous TEN-T Actions, MedTIS II and III as well as Crocodile 2 and 3 Actions focus on Road Safety solutions, Traffic Management and Traveller Information Services. Crocodile Actions ensure an efficient cross-border communication among the various Traffic Management Centres, the implementation of National Access Points and the use of DATEX II. Finally, complementary CEF C-Roads investments deploy ITS services to improve freight traffic on the TEN-T road network international truck drivers and hauliers.

21 Actions target innovation and are expected to install 448 supply points for alternative fuel for road transport, 347 Electricity, 29 LNG, 39 CNG, 6 H2 and 24 LPG. They receive €47.7 million of CEF funds.

**Figure 5: Number of supply points for alternative fuel for road transport**

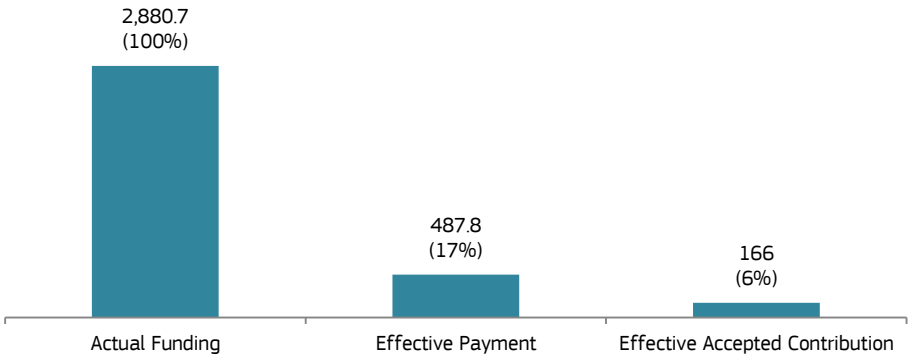



Finally, CEF (2015-HU-TM-0107-W) is expected to upgrade the M70 expressway between Letenye and Tornyiszentmiklós to a full 2-lane dual-carriageway motorway, addressing 1 bottleneck along the Lendava–Letenye pre-identified cross-border section currently limiting the traffic between Hungary and Slovenia.

## 2.2. Financial implementation

The state-of-play of the financial implementation of the portfolio is shown in the figure below. The effective payment[4] (including pre-financing) corresponds to €487.8 million and therefore 17% of the actual CEF Transport funding. As a consequence of the interim cost claims introduced by the beneficiaries, costs corresponding to CEF-T funding of €166 million have been accepted so far (6% of the actual CEF Transport funding).

**Figure 6: Financial implementation ratios (€ million)**




Effective payments and effective accepted contribution as shown in the figure above may appear as relatively low. This is due to a series of reasons:

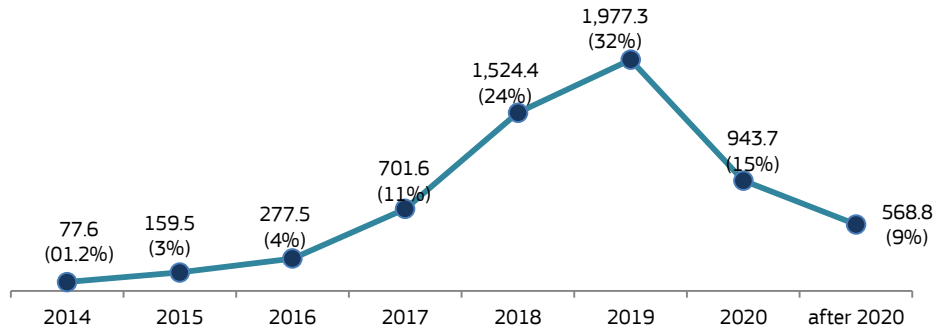
- Actions are due to submit interim payment claims every two years. As a consequence, the "accepted contribution" by the end of 2017 corresponds to cost claims sent in 2017 for some Actions and in 2016 for other Actions. Moreover, the cost claims received in 2017 include costs incurred until 31/12/2016 and those received in 2016 include costs incurred until 31/12/2015.
- The bulk of the funding goes to works (or major studies). These Actions usually start with a study and/or a tendering phase during which the costs incurred are relatively low. For this reason, the bulk of the costs are incurred in the last implementing years of these Actions (see also figure 5 below).

Moreover, it has to be noted that effective payments are higher than effective accepted contribution due to the fact that advance payment (pre-financing) are made.

Figure 7 gives an overview of the estimated financial progress, in terms of total estimated costs, of the overall portfolio

[4] (closed payments – recoveries)

**Figure 7: Estimated budget implementation (€ million)**

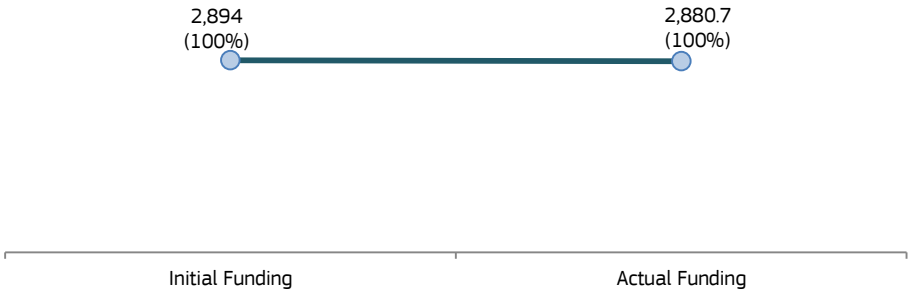



# 3. Evolution of the Action portfolio

## 3.1. Funding variations after Grant Agreement signature

The actual CEF Transport funding allocated to Actions can differ from the initially allocated funding depending on (1) Action closures and terminations and (2) certain types of amendments. Up until now, amendments have triggered a funding reduction for 4 Actions (€13.3 million or 0.5% of the initial CEF support to the Mediterranean corridor), while there have been no Action closures or terminations so far. Experience from TEN-T implementation suggests that this figure will grow later on in the implementation period due to the fact that some Actions will not be fully implemented or because they will be implemented for less costs than initially expected.

**Figure 8 : CEF Transport funding variations (€ million)**




## 3.2. Challenges affecting the implementation of actions

In general terms, the most common implementation issues faced by Actions are related to governance and the technical complexity of co-funded activities. Delays due to technical complexities are recurrent in implementing large infrastructure projects and are a common challenge for CEF Actions. This is for example the case for the implementation of the UIC gauge in some stretches of the Spanish railway networks.

Administrative delays due to changes in public procurement legislation and the capacities of the project stakeholders also affect the implementation of Actions. This is the case of some Actions in Slovenia and Hungary. The complexity and length of permit and authorisation procedures is another issue delaying the Actions implementation. For instance, in almost all countries public consultation

had led to delays due to the sensitiveness of the foreseen works on environment, and some Actions have been facing delays caused by permitting issues. Finally, political changes and French national debate on infrastructure can be listed as governance challenges delayed some French projects.

Often, beneficiaries underestimated the effort needed to cope with administrative requirements linked to specific procedures (permits, authorisation etc.). Beneficiaries in Slovenia and Hungary noted that modifications of the legislation on public procurements delayed a number of Actions. Similarly, beneficiaries often underestimated the time needed to carry out public consultations and to implement modifications resulting from such public consultations. Finally, national policy decisions (such as the French national debate on infrastructure) may affect some key Actions.

In the case of cross border projects, like the Lyon-Turin, different national legislation and administrative procedures apply. Experience from the past shows that different infrastructure or operating standards, different working methods could negatively affect cross border projects. CEF investments support cross-border cooperation, like in the case of Lyon-Turin, Trieste-Divača and the Mediterranean Rail Freight Corridor As regards Lyon-Turin, the setting up of the new public promoter and the timely ratification of the Binational Treaty were major steps achieved with CEF support. As regards the Trieste-Divača and Rail Freight Corridor, CEF supports the European Economic Interest Grouping (EEIG) to coordinate activities and ensure the collaboration among stakeholders.

## 4. Conclusion and Outlook

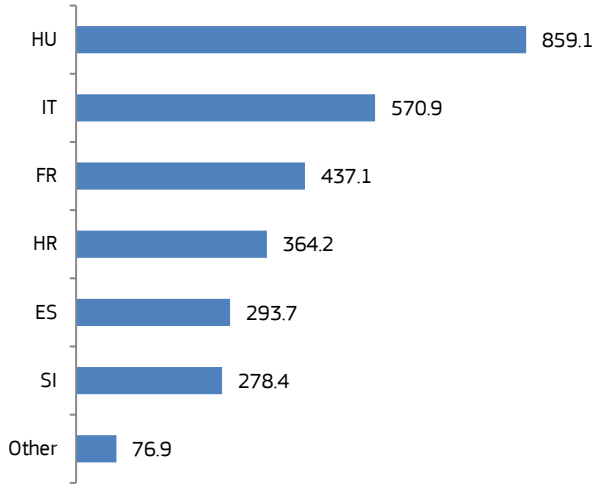
Built on the achievements of the TEN-T programme, the CEF funded Actions since 2014 contribute to the implementation of the Corridor in general and, more particularly, to the key issues highlighted by the coordinator in his work plan.

Ongoing works to standardise the Spanish railway network are expected to boost the rail traffic flows between Spain and France and enhance rail interoperability within the EU. The new rail link between France and Italy is the key section on which the optimal functioning of the whole Corridor will hinge. Upgrading works along the Hungarian railway network are expected to eliminate an important bottleneck and contribute to the modal shift of passengers and freights from road to rail. Ongoing works at the Port of Rijeka are expected to strengthen the relevance of the Corridor for the international trade of goods. The implementation of Intelligent Transport Systems for road (ITS) and electric charging stations along the corridor will contribute to the optimisation of the use of the Corridor motorways by reducing congestion and emission and by improving road safety.

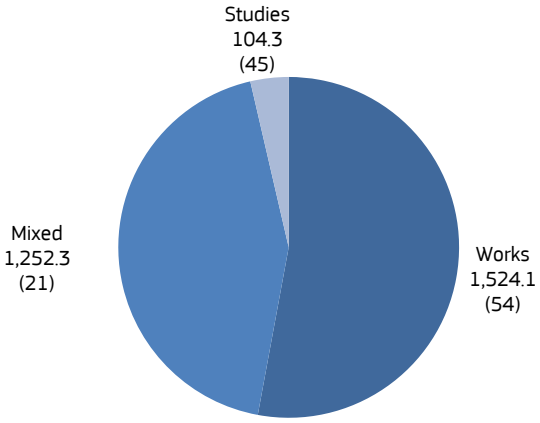
In his work plan, the Coordinator insisted on the need to remove key bottlenecks and to meet a number of technical parameters all along the corridor. For example, even if only a small section of the corridor in the middle of the corridor is not equipped with ERTMS or can only accommodate short trains, this will impact adversely the whole corridor. The CEF support is targeting these objectives and INEA is monitoring very closely these Actions in light of their impact on the whole corridor.

## 5. Statistical Annex

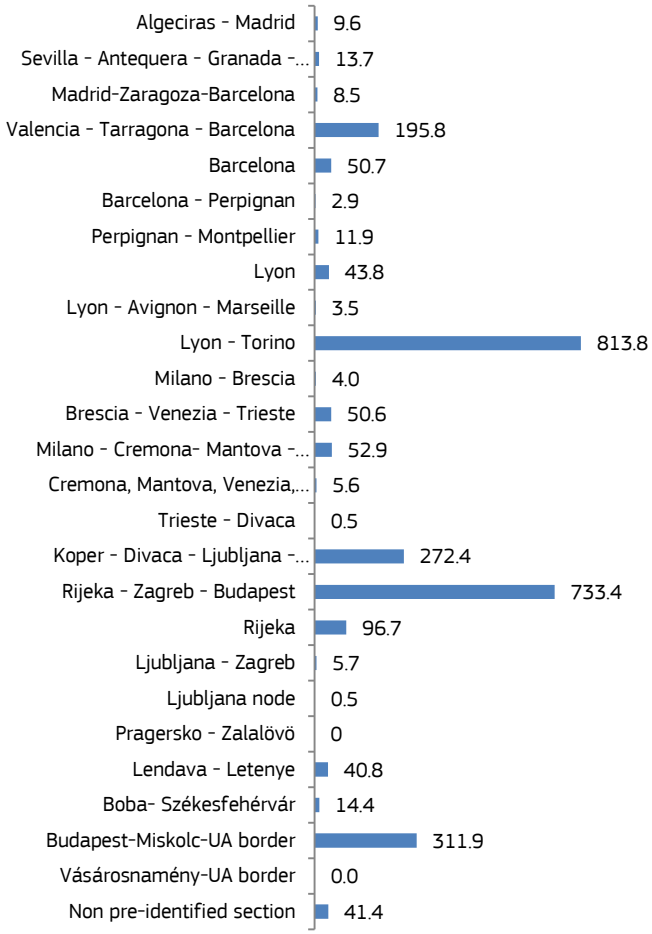
### Corridor funding (€ million) per country



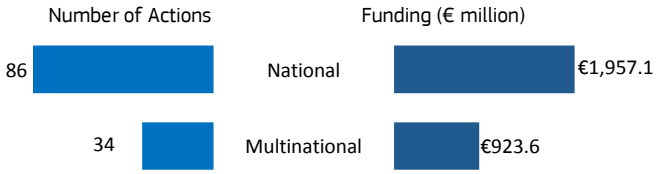

### Corridor funding (€ million) per type



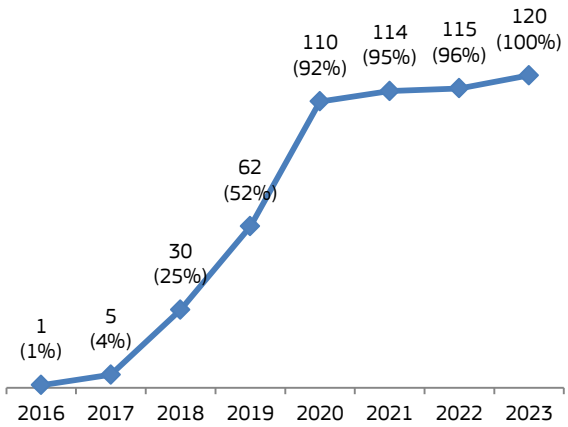

### Corridor funding (€ million) per section




### Number of Actions and corridor funding (€ million) by national/multinational




### Cumulative number of finalised Actions




Disclaimer: The allocation of projects and funding to the corridor is based on the assessment done by INEA. In the chart per beneficiary country, the funding of multinational projects which are allocated to more than one corridor is included in the "Other" category.

## 6. List of Actions on the Mediterranean Corridor

| Transport Mode | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|---|---|---|---|---|---|---|---|---|---|---|
| **Inland Waterways** | **2014-IT-TM-0543-W** | Improvement of the Northern Italy Waterway System: Removal of physical bottlenecks on the Northern Italy Waterway System to reach the standards of the inland waterways class V | **FO 1** | Core Network Corridors | **Works** | 100% | **01/01/2014** | 31/12/2017 | 9,282,800 | 46,414,000 |
| **Inland Waterways** | **2015-ES-TM-0260-M** | AIRIS-PS. Advanced Implementation of RIS in Port of Seville and Guadalquivir Euroway: the only in-land waterway of Spain in TENT Core Network | **FO 3** | RIS | **Mixed** | 100% | **01/01/2017** | 30/04/2019 | 1,425,000 | 2,850,000 |
| **Inland Waterways Total** | | | | | | | | | **10,707,800** | **49,264,000** |
| **Maritime** | **2014-ES-TM-0272-M** | Improvement of the hinterland rail connection to the Port of Valencia (CONNECT VALENCIAPORT) | **FO 1** | Other sections of the Core Network | **Mixed** | 100% | **01/01/2014** | 31/12/2020 | 11,615,075 | 55,906,000 |
| **Maritime** | **2014-ES-TM-0711-S** | CLEANPORT - Alternative Fuels and Solutions for Port's Cold-Ironing: Standardisation of Regulatory Framework and Demonstration of Feasible Exploitation | **FO 2** | Innovation | **Studies** | 100% | **01/01/2014** | 30/09/2017 | 3,174,529 | 6,349,058 |
| **Maritime** | **2014-EU-TM-0531-S** | FRESH FOOD CORRIDORS | **FO 3** | MoS | **Studies** | 20% | **01/09/2014** | 31/07/2018 | 2,011,167 | 4,022,333 |
| **Maritime** | **2014-EU-TM-0698-M** | Sustainable LNG Operations for Ports and Shipping - Innovative Pilot Actions (GAINN4MOS) | **FO 3** | MoS | **Mixed** | 100% | **01/01/2015** | 30/09/2019 | 19,191,067 | 41,314,934 |
| **Maritime** | **2014-EU-TMC-0700-S** | Sustainable LNG Operations for Ports and Shipping - Innovative Pilot Actions (GAINN4MOS) | **FO 3** | MoS | **Studies** | 100% | **01/01/2015** | 30/09/2019 | 1,307,725 | 1,538,500 |

| Transport Mode | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|---|---|---|---|---|---|---|---|---|---|---|
| **Maritime** | **2014-HR-TMC-0144-W** | Port of Rijeka multimodal platform development and interconnection to Adriatic Gate container terminal (POR2CORE-AGCT) | **FO 1** | Core Network Corridors | **Works** | 100% | **16/07/2015** | 31/12/2019 | 30,222,600 | 35,556,000 |
| **Maritime** | **2014-IT-TM-0450-S** | GAINN4CORE | **FO 1** | Core Network Corridors | **Mixed** | 22% | **01/06/2015** | 30/09/2019 | 2,737,224 | 9,676,009 |
| **Maritime** | **2015-EU-TM-0236-S** | ELEMED – ELectrification of the Eastern MEDiterranean area (use of Cold Ironing and electricity as a propulsion alternative) | **FO 3** | MoS | **Studies** | 80% | **01/04/2016** | 31/03/2018 | 60,640 | 121,280 |
| **Maritime** | **2015-EU-TM-0250-M** | CarEsmatic – Supporting cars and electric cars distribution using Motorways of Sea's solutions and promoting sustainable shipping concepts | **FO 3** | MoS | **Mixed** | 66% | **01/03/2016** | 31/12/2018 | 3,451,985 | 11,314,301 |
| **Maritime** | **2015-EU-TM-0310-M** | Adriatic MoS Upgrated Services - Adri-Up | **FO 3** | MoS | **Mixed** | 38% | **01/03/2016** | 20/12/2020 | 2,709,590 | 8,635,500 |
| **Maritime** | **2015-HR-TM-0032-W** | Upgrade of the Rijeka Port infrastructure - Zagreb Pier container terminal (POR2CORE-ZCT) | **FO 1** | Core Network Corridors | **Works** | 100% | **01/10/2016** | 31/12/2020 | 26,849,056 | 31,587,125 |
| **Maritime** | **2015-HR-TM-0399-W** | Upgrade of the Rijeka Port infrastructure - General cargo terminal (POR2CORE-GCT) | **FO 1** | Core Network Corridors | **Works** | 100% | **02/01/2017** | 31/12/2019 | 3,132,042 | 6,914,000 |
| **Maritime** | **2016-ES-TM-0063-S** | Removal of bottlenecks that prevents Cartagena's Port to connect core network and improvement of urban traffic (studies) | **FO 3** | Nodes of the Core Network | **Studies** | 100% | **01/01/2017** | 31/12/2019 | 647,500 | 1,295,000 |
| **Maritime** | **2016-EU-TM-0342-M** | MoS Venice–Patras. Developing and upgrading of the East-Mediterranean Mos link Italy-Greece | **FO 3** | MoS | **Mixed** | 60% | **01/07/2017** | 31/03/2020 | 1,698,780 | 6,028,000 |
| **Maritime** | **2016-HR-TMC-0067-W** | Upgrade of the Rijeka Port infrastructure - Rijeka Basin (POR2CORE-Rijeka Basin) | **FO 1** | Core Network Corridors | **Works** | 100% | **02/10/2017** | 31/12/2020 | 28,614,466 | 33,664,078 |

| Transport Mode | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|---|---|---|---|---|---|---|---|---|---|---|
| **Maritime** | **2016-HR-TMC-0171-W** | Upgrade of the Rijeka Port infrastructure - Bakar bulk cargo terminal (POR2CORE-BCTB) | **FO 1** | Core Network Corridors | **Works** | 100% | **02/10/2017** | 31/12/2019 | 5,180,464 | 6,094,664 |
| **Maritime** | **2017-EU-TM-0037-W** | BClink: MoS for the future | **FO 3** | MoS | **Works** | 66% | **01/01/2018** | 31/12/2021 | 2,863,666 | 14,218,355 |
| **Maritime** | **2017-IT-TM-0044-W** | Ravenna Port Hub: infrastructural works | **FO 1** | Core Network Corridors | **Works** | 100% | **01/07/2018** | 31/12/2023 | 37,377,000 | 186,885,000 |
| **Maritime Total** | | | | | | | | | **182,844,577** | **461,120,137** |
| **Multimodal** | **2014-DE-TA-0326-W** | MEDAS 3.0 - Greening the automotive supply chain with trusted collaborative networks to bundle cargo and operate a sustainable 'just in time' Mediterranean rail shuttle service | **FO 2** | Freight Transport Services | **Works** | 57% | **01/01/2014** | 31/12/2016 | 601,518 | 3,007,588 |
| **Multimodal** | **2014-ES-TA-0026-M** | Establishment of a new intermodal terminal at BASF ESPAÑOLA, S.L. in Tarragona – Spain – for modal shift between rail and road | **FO 3** | Multimodal | **Mixed** | 100% | **01/10/2015** | 30/09/2019 | 5,520,000 | 25,500,000 |
| **Multimodal** | **2014-ES-TM-0253-S** | Production of studies and plans needed for the development of an intermodal terminal and the associated Logistics Activity Area for the integration of goods transportation by road and rail (Murcia LAA). | **FO 3** | Multimodal | **Studies** | 100% | **01/01/2015** | 31/12/2018 | 970,450 | 1,940,900 |
| **Multimodal** | **2014-ES-TM-0481-W** | New Southern Rail Access to the Port of Barcelona - Phase 2 - Connection Works | **FO 1** | Core Network Corridors | **Works** | 100% | **01/07/2015** | 31/12/2018 | 36,129,470 | 120,431,565 |
| **Multimodal** | **2014-ES-TM-0500-S** | Mediterranean Corridor. Section: Algeciras-Madrid-Zaragoza-Barcelona. Madrid-Vicálvaro Freight Railway Terminal Upgrade. Studies. Phase 1. | **FO 3** | Multimodal | **Studies** | 100% | **01/01/2016** | 31/12/2018 | 1,200,000 | 2,400,000 |

| Transport Mode | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|---|---|---|---|---|---|---|---|---|---|---|
| **Multimodal** | **2014-ES-TM-0593-S** | LNG Technologies and Innovation for Maritime Transport for the Promotion of Sustainability, Multimodality and the Efficiency of the Network (GAINN 4 SHIP INNOVATION) | **FO 2** | Innovation | **Studies** | 100% | **01/01/2015** | 31/12/2018 | 7,512,782 | 15,025,564 |
| **Multimodal** | **2014-ES-TM-0674-S** | Viability analysis on the harmonization of common data type categories for the road and public transport network (HARMONY) | **FO 2** | Innovation | **Studies** | 50% | **01/11/2015** | 31/10/2018 | 322,093 | 644,185 |
| **Multimodal** | **2014-EU-TM-0686-S** | e-Freight Implementation Action (e-Impact) | **FO 2** | Innovation | **Studies** | 33% | **01/07/2015** | 30/06/2018 | 643,500 | 1,287,000 |
| **Multimodal** | **2014-EU-TM-0732-S** | CORE LNGas hive - Core Network Corridors and Liquefied Natural Gas | **FO 2** | Innovation | **Studies** | 50% | **01/01/2014** | 31/12/2020 | 8,323,940 | 16,647,880 |
| **Multimodal** | **2014-IT-TM-0591-M** | Enhancing the efficiency of the new container terminal of Interporto di Padova | **FO 3** | Multimodal | **Works** | 100% | **01/01/2014** | 31/12/2019 | 3,248,432 | 16,242,161 |
| **Multimodal** | **2015-ES-TM-0227-M** | Studies and works for connections by rail of 4 existing freight terminals along the Mediterranean Corridor in Spain by GRUPO ALONSO | **FO 3** | Multimodal | **Mixed** | 100% | **17/02/2016** | 31/12/2019 | 5,173,190 | 21,064,134 |
| **Multimodal** | **2015-ES-TM-0239-S** | Low-noise and low-carbon freight delivery for Postal Operators to ensure last mile connections through optimized urban and long distance transport (POSTLowCIT) | **FO 3** | Nodes of the Core Network | **Studies** | 100% | **17/02/2016** | 31/05/2019 | 1,033,272 | 2,066,544 |
| **Multimodal** | **2015-ES-TM-0251-W** | Improving the connections to and development of the Multimodal Logistics Platform in the Port of Seville, the sole inland port of the Southern Europe | **FO 3** | Multimodal | **Works** | 100% | **01/01/2017** | 01/03/2019 | 2,680,630 | 16,226,573 |

| Transport Mode | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|---|---|---|---|---|---|---|---|---|---|---|
| **Multimodal** | **2015-ES-TM-0329-S** | Standard gauge access between Multimodal Platform of La Llagosta and the Mediterranean Corridor and adaptation to 750 metres lenght. Studies. Phase 1 | **FO 3** | Multimodal | **Studies** | 100% | **01/10/2016** | 31/12/2019 | 540,000 | 1,080,000 |
| **Multimodal** | **2015-IT-TM-0247-M** | Enhancing Interporto di Padova - Step 2: ancillary measures and ICT solutions for optimising terminal operations, accessibility and interconnections | **FO 3** | Multimodal | **Mixed** | 100% | **01/03/2016** | 31/12/2020 | 1,352,120 | 5,935,600 |
| **Multimodal** | **2015-IT-TM-0312-M** | Vado Multimodal Platform rail/road terminal (core RRT node of the TEN-T network) intermodal connections optimization and Upgrading (VAMP UP) | **FO 3** | Multimodal | **Mixed** | 100% | **01/03/2016** | 31/07/2019 | 1,815,200 | 10,720,000 |
| **Multimodal** | **2016-ES-TA-0278-S** | Study of gauges in Railway Corridors for "Rail Motorways" services | **FO 2** | Freight Transport Services | **Studies** | 40% | **01/07/2017** | 31/12/2020 | 300,000 | 600,000 |
| **Multimodal** | **2016-FR-TA-0312-S** | MiRO – Multimodal ROute connecting Barcelone to Paris | **FO 2** | Freight Transport Services | **Studies** | 44% | **01/07/2017** | 31/12/2020 | 1,787,455 | 3,574,910 |
| **Multimodal** | **2016-HR-TMC-0082-S** | Upgrade of the Rijeka Port infrastructure - Port Community System (POR2CORE-PCS) | **FO 3** | Multimodal | **Studies** | 100% | **04/12/2017** | 31/12/2020 | 1,411,000 | 1,660,000 |
| **Multimodal** | **2016-IT-TM-0284-S** | GAINN4MED | **FO 2** | Innovation | **Studies** | 18% | **01/03/2017** | 31/03/2020 | 1,093,950 | 2,187,900 |
| **Multimodal** | **2017-EU-TM-0062-W** | GAINN4MID -GAINN for Mobile Infrastructure Deployment | **FO 2** | Innovation | **Works** | 20% | **01/11/2017** | 31/08/2020 | 1,233,061 | 6,374,000 |
| **Multimodal** | **2017-IT-TM-0066-W** | GAINN4SEA - GAINN for South Europe mAritime LNG roll-out | **FO 1** | Core Network Corridors | **Works** | 45% | **01/03/2018** | 30/04/2022 | 6,448,826 | 34,977,924 |
| **Multimodal Total** | | | | | | | | | **89,340,888** | **309,594,428** |
| **Rail** | **2014-ES-TA-0685-W** | Frigorail - Refrigerated rail transport between Spain and the Netherlands using TEN-T corridors | **FO 2** | Freight Transport Services | **Works** | 39% | **01/09/2015** | 31/03/2018 | 505,526 | 2,527,629 |

| Transport Mode | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|---|---|---|---|---|---|---|---|---|---|---|
| **Rail** | **2014-ES-TM-0398-W** | Intermodal Logistics Platform Constanti | **FO 3** | Multimodal | **Works** | 100% | **01/06/2015** | 31/12/2018 | 1,400,000 | 7,000,000 |
| **Rail** | **2014-ES-TM-0438-W** | MEDITERRANEAN CORRIDOR. SECTION VALENCIA - TARRAGONA – BARCELONA. IMPLEMENTATION OF UIC GAUGE (PHASE 1) | **FO 1** | Core Network Corridors | **Works** | 100% | **01/01/2014** | 30/04/2019 | 124,491,191 | 311,227,977 |
| **Rail** | **2014-ES-TM-0510-W** | ERTMS DEPLOYMENT ON BARCELONA COMMUTER LINES | **FO 1** | ERTMS | **Works** | 100% | **30/11/2015** | 31/12/2019 | 5,200,000 | 10,400,000 |
| **Rail** | **2014-ES-TM-0512-W** | Upgrade of Spanish High Speed Lines to version 2.3.0.d. of ERTMS (ETCS+GSMR) 2nd Phase | **FO 1** | ERTMS | **Works** | 78% | **01/04/2014** | 31/12/2018 | 3,268,200 | 6,536,400 |
| **Rail** | **2014-ES-TM-0518-W** | ATLANTIC CORRIDOR. SUPPLY, ELECTRICAL FACILITIES AND ACOUSTIC WORKS ON THE SECTION CHAMARTÍN-ATOCHA-TORREJÓN DE VELASCO OF THE HSRL MADRID-LISBOA AND MADRID-BOBADILLA | **FO 1** | Core Network Corridors | **Works** | 50% | **01/05/2015** | 31/03/2018 | 5,387,279 | 17,957,597 |
| **Rail** | **2014-EU-TM-0401-M** | Cross Border Section of the New Lyon-Turin Rail Link Mont Cenis Base Tunnel (TBM) | **FO 1** | Core Network Corridors | **Mixed** | 100% | **01/01/2014** | 31/12/2019 | 813,781,900 | 1,915,054,750 |
| **Rail** | **2014-FR-TM-0476-S** | Studies for the proposed new railway line between Montpellier and Perpignan (LNMP) | **FO 1** | Core Network Corridors | **Studies** | 100% | **01/01/2014** | 31/12/2019 | 11,650,000 | 23,300,000 |
| **Rail** | **2014-FR-TM-0488-S** | Contournement Ferroviaire de l'Agglomération Lyonnaise (CFAL) partie Sud et Nouveau Franchissement du Rhône – Préparation de l'Enquête Préalable à la Déclaration d'Utilité Publique (EPDUP) - étape 2 | **FO 1** | Core Network Corridors | **Studies** | 100% | **01/01/2014** | 31/12/2018 | 1,308,750 | 2,617,500 |

| Transport Mode | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|---|---|---|---|---|---|---|---|---|---|---|
| **Rail** | **2014-HR-TMC-0316-S** | Preparation for construction of second track, upgrade and modernisation on railway line section Škrljevo-Rijeka-Jurdani | **FO 1** | Core Network Corridors | **Studies** | 100% | **01/10/2015** | 31/12/2019 | 8,500,000 | 10,000,000 |
| **Rail** | **2014-HU-TMC-0493-W** | Upgrading the Kelenföld-Pusztaszabolcs railway line, Stage I (Upgrading the Kelenföld-Százhalombatta section and installation of ETCS level 2) | **FO 1** | Core Network Corridors | **Works** | 100% | **01/05/2015** | 31/12/2020 | 136,831,274 | 160,977,969 |
| **Rail** | **2014-IT-TM-0089-S** | Upgrade and Strengthening of Rail Freight Corridor 6 - Mediterranean Corridor including Extension to Croatia. | **FO 1** | Rail interoperability | **Studies** | 100% | **01/01/2015** | 31/12/2018 | 2,400,000 | 4,800,000 |
| **Rail** | **2014-SI-TMC-0301-M** | Bottleneck rehabilitation in the area of Bivje on the Divača–Koper railway line | **FO 1** | Core Network Corridors | **Mixed** | 100% | **05/01/2015** | 27/02/2019 | 14,187,107 | 16,690,714 |
| **Rail** | **2014-SI-TMC-0537-W** | Upgrading of the railway line Poljčane - Slovenska Bistrica | **FO 1** | Core Network Corridors | **Works** | 100% | **01/05/2015** | 30/06/2020 | 11,937,879 | 27,317,800 |
| **Rail** | **2015-ES-TM-0173-S** | ATLANTIC CORRIDOR. HIGH-SPEED RAIL SINES/LISBOA - MADRID. MADRID URBAN NODE. STUDIES OF IMPROVED AND INTERMODAL ADAPTING OF CHAMARTÍN STATION AND HSL ACCESS TO MADRID AIRPORT | **FO 3** | Nodes of the Core Network | **Studies** | 100% | **01/05/2016** | 30/06/2018 | 500,000 | 1,000,000 |
| **Rail** | **2015-ES-TM-0181-S** | Atlantic Corridor. High-speed rail Sines/Lisboa - Madrid. Madrid urban node. Study of the Railway Complex of Atocha Station (Phase 2) | **FO 3** | Nodes of the Core Network | **Studies** | 100% | **01/12/2016** | 31/12/2019 | 1,100,000 | 2,200,000 |
| **Rail** | **2015-FR-TM-0074-M** | Core Network - Lyon urban node - elimination of the railway bottleneck | **FO 3** | Nodes of the Core Network | **Mixed** | 100% | **16/02/2016** | 15/06/2020 | 7,770,000 | 20,880,000 |

| Transport Mode | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|---|---|---|---|---|---|---|---|---|---|---|
| **Rail** | **2015-HR-TM-0106-W** | Upgrade of existing and construction of second track on the Križevci - Koprivnica - state border railway line section | **FO 1** | Core Network Corridors | **Works** | 100% | **01/07/2016** | 31/12/2020 | 241,346,218 | 283,936,727 |
| **Rail** | **2015-HU-TM-0003-M** | Upgrade of the Százhalombatta - Pusztaszabolcs railway section, including installation of ETCS Level 2 | **FO 1** | Core Network Corridors | **Works** | 100% | **05/01/2016** | 31/12/2020 | 231,538,522 | 272,398,261 |
| **Rail** | **2015-HU-TM-0053-W** | Stage 2 of deployment of the GSM-R system on the TEN-T Railway Core Network in Hungary | **FO 1** | Core Network Corridors | **Works** | 80% | **01/09/2016** | 30/12/2020 | 39,593,454 | 46,580,534 |
| **Rail** | **2015-HU-TM-0134-W** | Upgrade of the Budapest South Railway Bridge | **FO 1** | Core Network Corridors | **Works** | 100% | **01/01/2017** | 31/12/2020 | 97,105,657 | 114,241,949 |
| **Rail** | **2015-HU-TM-0158-M** | Upgrade of the Budapest, Rákos – Hatvan railway section, including installation of ETCS Level 2 | **FO 1** | Core Network Corridors | **Mixed** | 100% | **01/03/2016** | 31/12/2020 | 297,588,420 | 350,104,023 |
| **Rail** | **2015-IT-TM-0144-S** | Design of the railway connection with the Venice airport | **FO 3** | Nodes of the Core Network | **Studies** | 100% | **09/03/2016** | 30/09/2017 | 4,000,000 | 8,000,000 |
| **Rail** | **2015-IT-TM-0168-W** | ERTMS trackside equipment on Italian sections of the ERTMS/Core Network Corridors in compliance with the Breakthrough Program | **FO 1** | ERTMS | **Works** | 42% | **02/01/2017** | 31/12/2020 | 19,198,200 | 38,396,400 |
| **Rail** | **2015-SI-TM-0111-W** | Deployment of ERTMS/ETCS on the Dobova-Zidani Most and Pragersko-Maribor-Šentilj railway lines | **FO 1** | ERTMS | **Works** | 62% | **01/12/2016** | 31/12/2020 | 3,952,499 | 4,649,999 |
| **Rail** | **2015-SI-TM-0228-W** | Upgrade of the Zidani Most - Celje railway line | **FO 1** | Core Network Corridors | **Works** | 100% | **17/02/2016** | 31/12/2020 | 90,575,881 | 158,626,761 |
| **Rail** | **2016-ES-TM-0058-S** | FPSII. Advanced deployment of innovative solutions to improve railway traffic management & operation on the Core Network | **FO 2** | Innovation | **Studies** | 100% | **01/09/2017** | 30/12/2020 | 1,175,584 | 2,351,167 |

| Transport Mode | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|---|---|---|---|---|---|---|---|---|---|---|
| **Rail** | **2016-ES-TM-0133-S** | LINKING ZARAGOZA: URBAN CONNECTIVITY WITH THE CORE NETWORK | **FO 3** | Nodes of the Core Network | **Studies** | 100% | **15/02/2017** | 30/08/2019 | 589,839 | 1,179,677 |
| **Rail** | **2016-ES-TM-0271-S** | Remodelling of the Madrid Chamartin railway complex to adapt it to high speed services | **FO 3** | Nodes of the Core Network | **Studies** | 100% | **07/02/2017** | 31/12/2020 | 1,600,000 | 3,200,000 |
| **Rail** | **2016-FR-TM-0189-S** | CFAL – New Rhone crossing: Studies in preparation for the Public Interest Enquiry | **FO 3** | Nodes of the Core Network | **Studies** | 100% | **07/02/2017** | 31/12/2020 | 1,150,000 | 2,300,000 |
| **Rail** | **2016-FR-TM-0190-W** | Lyon urban node – Elimination of the railway bottleneck (preparatory works) | **FO 3** | Nodes of the Core Network | **Works** | 100% | **07/02/2017** | 30/06/2020 | 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 | **FO 3** | Nodes of the Core Network | **Studies** | 50% | **07/02/2017** | 31/12/2020 | 1,250,000 | 2,500,000 |
| **Rail** | **2016-HR-TMC-0070-S** | Designs for the upgrade of the railway section Oštarije – Škrljevo | **FO 1** | Core Network Corridors | **Studies** | 100% | **14/02/2017** | 31/12/2020 | 5,950,000 | 7,000,000 |
| **Rail** | **2016-HU-TMC-0319-S** | Budapest Railway Node Strategic Development Study | **FO 1** | Core Network Corridors | **Studies** | 100% | **01/01/2018** | 29/02/2020 | 1,266,500 | 1,490,000 |
| **Rail** | **2016-IT-TM-0244-W** | ERTMS on strategic sections of 3 CNCs | **FO 1** | ERTMS | **Works** | 65% | **07/02/2017** | 31/12/2020 | 17,712,500 | 35,425,000 |
| **Rail** | **2016-SI-TMC-0151-M** | Second track "Divača-Koper" – Surveys, executive design, construction of access roads and structures for bridging Glinščica Valley | **FO 1** | Core Network Corridors | **Mixed** | 100% | **01/10/2017** | 30/06/2021 | 44,333,766 | 52,157,372 |
| **Rail** | **2017-ES-TM-0063-W** | Implementation of UIC gauge in Mediterraean Corridor. Section Castellbisbal- NudoVilaseca | **FO 1** | Core Network Corridors | **Works** | 100% | **14/07/2017** | 31/12/2023 | 56,992,264 | 284,961,321 |
| **Rail** | **2017-FR-TM-0013-W** | Core Network - Elimination of Lyon railway bottleneck | **FO 1** | Core Network Corridors | **Works** | 100% | **15/07/2017** | 31/12/2023 | 30,760,000 | 153,800,000 |
| **Rail** | **2017-SI-TM-0016-W** | Second track "Divača-Koper" – Construction of tunnels T1-T7 | **FO 1** | Core Network Corridors | **Works** | 100% | **01/04/2018** | 31/12/2023 | 109,026,725 | 545,133,626 |
| **Rail Total** | | | | | | | | | **2,449,715,732** | **4,922,874,153** |

| Transport Mode | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|---|---|---|---|---|---|---|---|---|---|---|
| **Road** | **2014-EU-TM-0563-W** | CROCODILE 2 | **FO 3** | ITS | **Works** | 20% | **01/01/2015** | 31/12/2018 | 1,651,400 | 8,257,000 |
| **Road** | **2014-EU-TM-0579-M** | UNIT-E | **FO 2** | Innovation | **Mixed** | 26% | **01/07/2015** | 31/12/2017 | 463,632 | 927,264 |
| **Road** | **2014-EU-TM-0588-W** | MedTIS II | **FO 3** | ITS | **Works** | 100% | **01/01/2014** | 31/12/2018 | 10,650,234 | 53,251,168 |
| **Road** | **2014-EU-TM-0729-S** | Boosting Energy Sustainable fuels for freight Transport in European motorWays (BESTWay) | **FO 2** | Innovation | **Studies** | 20% | **01/09/2014** | 30/06/2018 | 771,327 | 1,542,653 |
| **Road** | **2014-FR-TA-0566-W** | TIMELY [INTER-NETWORKS TRAFFIC MANAGEMENT ON LYON METROPOLITAN AREA] | **FO 3** | Nodes of the Core Network | **Works** | 50% | **01/06/2015** | 31/05/2018 | 1,214,000 | 6,070,000 |
| **Road** | **2014-HU-TMC-0629-M** | PAN-LNG Project | **FO 2** | Innovation | **Mixed** | 40% | **02/06/2015** | 30/06/2018 | 5,774,319 | 6,793,316 |
| **Road** | **2015-ES-TM-0030-W** | Deployment of autogas refuelling stations in different metropolitan areas between Spain and Portugal | **FO 2** | Innovation | **Works** | 53% | **16/02/2016** | 31/12/2018 | 261,025 | 1,305,125 |
| **Road** | **2015-ES-TM-0079-S** | SOLRED C-ITS Monitoring Network (SolC-ITS) | **FO 3** | ITS | **Studies** | 42% | **01/03/2016** | 30/06/2019 | 380,310 | 760,620 |
| **Road** | **2015-ES-TM-0274-S** | INMAB | **FO 3** | Nodes of the Core Network | **Studies** | 100% | **01/04/2016** | 11/09/2020 | 1,250,000 | 2,500,000 |
| **Road** | **2015-EU-TM-0104-S** | SiLNGT Small Scale TRANSPORT | **FO 2** | Innovation | **Studies** | 100% | **01/10/2016** | 30/09/2019 | 1,237,700 | 2,475,400 |
| **Road** | **2015-EU-TM-0204-S** | EAST-E | **FO 2** | Innovation | **Studies** | 10% | **01/03/2016** | 31/12/2018 | 505,580 | 594,800 |
| **Road** | **2015-EU-TM-0292-S** | Creation of LNG road HAulage MArket in a smart & quick way | **FO 2** | Innovation | **Studies** | 100% | **17/02/2016** | 30/06/2019 | 1,364,575 | 2,729,150 |
| **Road** | **2015-EU-TM-0409-S** | CIRVE Project | **FO 2** | Innovation | **Studies** | 50% | **01/07/2016** | 31/12/2020 | 880,808 | 1,761,616 |
| **Road** | **2015-EU-TM-0415-S** | EVA+ (Electric Vehicles Arteries in Italy and Austria) | **FO 2** | Innovation | **Studies** | 24% | **01/07/2016** | 31/03/2019 | 1,016,795 | 2,033,590 |
| **Road** | **2015-EU-TM-0422-S** | LNG motion: Fuelling trucks with LNG/CNG along the core network | **FO 2** | Innovation | **Studies** | 14% | **16/02/2016** | 31/12/2020 | 3,887,114 | 7,774,228 |
| **Road** | **2015-HR-TM-0114-W** | Crocodile II Croatia | **FO 3** | ITS | **Works** | 100% | **01/05/2016** | 30/09/2019 | 9,312,600 | 10,956,000 |
| **Road** | **2015-HU-TM-0107-W** | Upgrading the M70 expressway to a 2-lane, dual carriageway, motorway between Letenye and Tornyiszentmiklos at HU-SL border | **FO 1** | Core Network Corridors | **Works** | 100% | **16/02/2016** | 30/09/2019 | 40,355,945 | 49,395,282 |

| Transport Mode | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|---|---|---|---|---|---|---|---|---|---|---|
| **Road** | **2015-HU-TM-0315-M** | CNG Clean Fuel Box Project | **FO 2** | Innovation | **Mixed** | 48% | **01/10/2016** | 31/12/2018 | 4,738,961 | 5,575,248 |
| **Road** | **2015-HU-TM-0358-W** | CROCODILE_2.0_HU | **FO 3** | ITS | **Works** | 50% | **16/02/2016** | 31/12/2018 | 2,522,577 | 2,967,738 |
| **Road** | **2015-SI-TM-0303-W** | Traffic Management Integration in the National Traffic Management Centre | **FO 3** | ITS | **Works** | 73% | **30/06/2016** | 29/11/2019 | 1,951,416 | 2,295,784 |
| **Road** | **2016-EU-TM-0044-M** | URSA MAJOR neo | **FO 3** | ITS | **Mixed** | 19% | **07/02/2017** | 31/12/2020 | 6,104,584 | 28,397,725 |
| **Road** | **2016-EU-TM-0121-W** | High speed electric mobility across Europe | **FO 2** | Innovation | **Works** | 8% | **01/07/2017** | 31/12/2020 | 813,440 | 4,067,200 |
| **Road** | **2016-EU-TM-0126-S** | ECO-GATE: European COrridors for natural GAs Transport Efficiency | **FO 2** | Innovation | **Studies** | 39% | **07/02/2017** | 31/12/2019 | 3,845,563 | 7,691,125 |
| **Road** | **2016-EU-TM-0163-W** | CROCODILE 3 | **FO 3** | ITS | **Works** | 34% | **01/01/2018** | 31/12/2020 | 935,340 | 4,676,700 |
| **Road** | **2016-EU-TM-0275-W** | MedTIS III | **FO 3** | ITS | **Works** | 100% | **08/02/2017** | 31/12/2020 | 14,105,115 | 70,525,573 |
| **Road** | **2016-EU-TM-0327-S** | CONCORDA | **FO 3** | ITS | **Studies** | 40% | **01/10/2017** | 30/06/2020 | 4,000,000 | 8,000,000 |
| **Road** | **2016-EU-TM-0337-S** | E-VIA – FLEX-E mobility in ES, FR, IT | **FO 2** | Innovation | **Studies** | 43% | **01/07/2017** | 31/12/2019 | 1,438,350 | 2,876,700 |
| **Road** | **2016-EU-TMC-0344-W** | Comprehensive fast-charging corridor network in South East Europe | **FO 2** | Innovation | **Works** | 23% | **01/05/2017** | 31/12/2020 | 788,523 | 985,654 |
| **Road** | **2016-EU-TMC-0350-S** | NEXT-E | **FO 2** | Innovation | **Studies** | 41% | **01/03/2017** | 31/12/2020 | 7,726,245 | 9,089,700 |
| **Road** | **2016-EU-TMC-0351-S** | URBAN-E: e-Mobilty, Infrastructure and Innovative Intermodal Services in Ljubljana, Bratislava and Zagreb | **FO 3** | Nodes of the Core Network | **Studies** | 33% | **01/03/2017** | 31/12/2020 | 1,254,693 | 1,476,110 |
| **Road** | **2016-HR-TMC-0162-W** | CROCODILE 3 Croatia | **FO 3** | ITS | **Works** | 50% | **01/01/2018** | 31/12/2020 | 2,080,800 | 2,448,000 |
| **Road** | **2016-HU-TMC-0216-M** | C-ROADS Hungary („Infrastructure for Connected and Automated driving") | **FO 3** | ITS | **Mixed** | 50% | **07/02/2017** | 31/12/2020 | 848,058 | 997,716 |
| **Road** | **2016-HU-TMC-0300-W** | CROCODILE 3 HU | **FO 3** | ITS | **Works** | 50% | **01/01/2018** | 31/12/2020 | 890,461 | 1,047,601 |
| **Road** | **2016-SI-TM-0229-W** | Traffic Management Integration in the National Traffic Management Centre 2 | **FO 3** | ITS | **Works** | 74% | **03/01/2018** | 31/12/2020 | 828,800 | 4,144,000 |
| **Road** | **2017-DE-TM-0064-W** | EUROP-E: European Ultra-Charge Roll Out Project - Electric | **FO 2** | Innovation | **Works** | 13% | **15/07/2017** | 31/12/2021 | 5,083,699 | 25,418,496 |

| Transport Mode | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|---|---|---|---|---|---|---|---|---|---|---|
| **Road** | **2017-EU-TM-0065-W** | Central European Ultra Charging | **FO 2** | Innovation | **Works** | 14% | **01/08/2017** | 31/12/2020 | 1,728,665 | 8,643,324 |
| **Road** | **2017-EU-TM-0068-W** | MEGA-E: Metropolitan Greater Areas - Electric | **FO 2** | Innovation | **Works** | 4% | **01/08/2017** | 31/12/2021 | 1,172,013 | 5,860,066 |
| **Road** | **2017-FR-TM-0034-W** | Blue Stations Network | **FO 2** | Innovation | **Works** | 20% | **12/07/2017** | 31/12/2020 | 1,091,000 | 5,455,000 |
| **Road** | **2017-FR-TM-0052-W** | Zero Emission Valley | **FO 2** | Innovation | **Works** | 31% | **01/01/2018** | 31/12/2023 | 3,140,858 | 15,704,290 |
| **Road Total** | | | | | | | | | **148,066,523** | **377,470,961** |