



European
Commission



CEF support to

Mediterranean Corridor

May 2020

*Innovation
and Networks
Executive Agency*

Table of Contents

1. Introduction	3
2. Action portfolio: State of play.....	4
2.1. Operational Implementation.....	4
2.1.1. Air	5
2.1.2. Inland Waterways.....	5
2.1.3. Maritime	5
2.1.4. Rail.....	7
2.1.5. Road	14
2.2. Financial Progress	15
3. Challenges affecting the implementation of actions.....	16
4. Conclusion and Outlook.....	17
5. Statistical Annex	19
6. List of actions on the Mediterranean Corridor	20

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 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 her 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.

CEF program is supporting the implementation of the Mediterranean Corridor as the backbone of international exchanges between the eastern and western parts of Europe. This Corridor has been very successful in securing CEF funds, especially considering a very high oversubscription in CEF calls for proposals. As a result of five CEF calls organised between 2014 and 2018, 147 Actions are co-funded along the Mediterranean Corridor, i.e. €2.9 billion in CEF funding for a total investment of €6.3 billion¹. This amount includes €1.4 billion from the cohesion fund supporting 37 Actions in Slovenia, Croatia and Hungary. The largest share of funding remains allocated to rail (54 Actions, €2.4 billion, i.e. 83%) followed by projects aiming at making road transport cleaner and safer (49 Actions, €163 million) and maritime projects (33 Actions, 248 million).

The large majority of the CEF co-funded Actions is ongoing (only 13 are reported to be finished). A large share of CEF Actions in the Mediterranean Corridor builds on the previous TEN-T programme.

This is the second INEA report aimed at presenting the contribution of CEF funded Actions to the implementation of the Corridor. It presents what has already been achieved thanks to CEF funding and how the projects listed in the Mediterranean Corridor Work Plan continue to progress with the CEF support. The report also show how CEF investment contributes towards the achievement of TEN-T objectives and tackles the main challenges and opportunities going forward.

¹ The figures provided in the report this year are based on the latest developments of the reporting system used by INEA. The latter has allowed a more detailed allocation of Actions to many different elements of the TEN-T network thus producing a more accurate picture of the CEF funding. This explains the differences with the figures provided in past years/reports.

2. Action portfolio: State of play²

CEF Transport has so far funded actions worth €21.1 billion with a total investment in the European economy of €45 billion. The current portfolio of actions in the Mediterranean corridor comprises 147 grant agreements allocating €2.9 billion of actual CEF Transport Funding (corresponding to 19% of total number of CEF Transport actions and 14% of total actual CEF Transport funding). So far 2 grant agreements have been terminated and 13 have been closed.

2.1. Operational Implementation

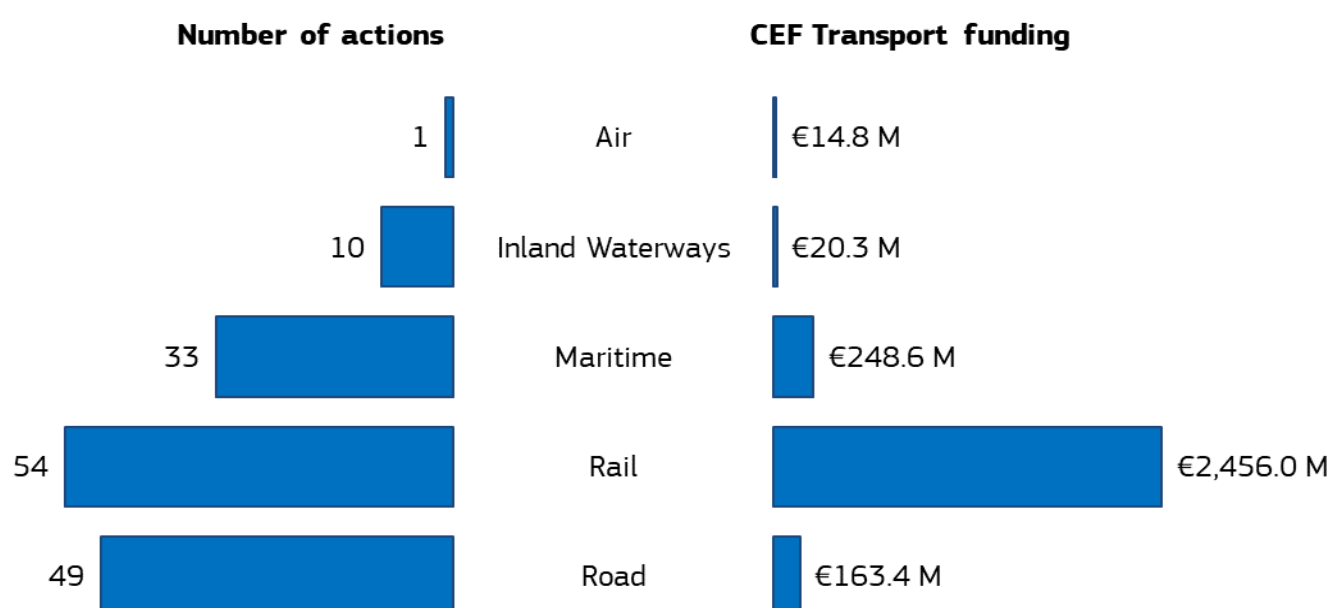
For the Mediterranean Corridor, the Core Network Corridor priority (under Funding Objective 1) represents 89% of actual CEF Transport funding. Other priorities, such as innovation under Funding Objective 2 and ERTMS under Funding Objective 1, also contribute to the development of the Corridor.

Nevertheless CEF funded Actions address also all other priorities identified by the European coordinator. For example, 51 Actions (representing in total about 5% of the total CEF funding to Mediterranean corridor projects) in sectors such as intelligent transport systems 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. 33% of the funding goes to Actions involving beneficiaries from two or more Member States. The remaining 67% goes to Actions involving only beneficiaries of the same Member State. 53% of the CEF Transport funding is linked with works Actions and 43% is linked with mixed Actions involving both works and studies. Most of the funding in this Corridor is allocated to sections on the Core TEN-T network (€2.6 billion), while Nodes receive €310 million. See the Statistical Annex for more details.

The highest number of Actions is under the rail transport mode, which also receives most of the funding (85%).

Figure 1: Statistics by transport mode



² As of May 2020.

2.1.1. Air

The connection of main airports with rail network is fundamental to achieve the intermodality objective set by the Regulation. The air portfolio in the Mediterranean Corridor includes 1 Action (2014-HU-TMC-0508-W), receiving €14.8 million in CEF Transport funding.

It covers works to connect the freight handling areas of Budapest airport to the main Budapest-Arad railway line. Works to upgrade the existing single track railway link from the main line R100A Budapest-Arad to a new rail transshipment area of Budapest Airport and the re-routing and partial extension of the service road connecting the logistics areas with one another and with the passenger terminal are ongoing.

2.1.2. Inland Waterways

The Work Plan reported 80% compliance in terms of reliability and absence of physical constraints of the inland waterways (IWW) network. CEF funding contributed to this relatively high rate of compliance and will help further increasing the compliance rate. Inland Waterways can play an important role in the future for the Mediterranean Corridor, despite the current low traffic volumes. Especially by connecting major industrial zones to seaports, they can offer an interesting alternative to road or rail transport for certain types of goods. The Coordinator indicated that investments are still needed to complete the hinterland connections.

The inland waterway portfolio in the Mediterranean Corridor includes 10 Actions, receiving €20.3 million in CEF Transport funding. 41% of such funding is invested (through CEF Action 2014-IT-TM-0543-W) in locations where the 20% of the IWW network of the Corridor is not compliant. This Action addresses 3 bottlenecks along the northern Italy waterway system. Built on previous TEN-T achievements, CEF supports the northern Italy Waterway System to reach the standards of the inland waterways class V. Works to construct the Isola Serafini new navigation lock, Porto Levante new embankment are expected to allow the navigation 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.

CEF also supports the modal interconnection of the northern Italy Waterway System (Po River and Connected Canals) with existing road and rail axis of European importance. Studies (2014-IT-TM-0319-S) provided a full River Information System (data completion using bathymetric ENC's and NtS upgrade, development of RIVUS web user interface, improvement safety of NIWS and inland-maritime integration including a system test) and created the conditions for the optimal use of the waterways.

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

Finally, CEF Transport funding is supporting the strategy to foster LNG use in inland navigation sector across the Danube and in the Southern part of the Corridor. As a result, the Inland Ports of Budapest Csepel and Sevilla are expected to be equipped with alternative fuel supply points.

2.1.3. Maritime

The Work Plan of the Mediterranean Corridor underlines its prominent maritime dimension. 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 meet the basic requirements of TEN-T Regulation. In her work plan, the Coordinator indicates that a full rail connectivity of maritime ports and important reductions in Greenhouse Gases (GHG) are key elements for the success for maritime transport along the Corridor and key priorities by 2030. Fostering multimodal transport infrastructures for people and goods is crucial to meet the mobility demand among the highly populated and intense economically developed areas of the Corridor. The provision of alternative fuels for maritime transport, the development of LNG facilities in ports and the improvement of short-sea services like Motorways of the Sea are another bottleneck for the seaports of the Mediterranean Corridor.

Major investments have been made over the last few years, all resulting in a significant growth in the use of ports. In particular, CEF investments allowed to upgrade the Rijeka Port, with improvements in cargo terminal preparing the port to adequately respond to the current growing trend of traffic. This is considered as a major achievement along the Mediterranean Corridor.

33 CEF Actions are implemented in the maritime portfolio, receiving €248.6 million to address 7 bottlenecks in Croatia and Spain (45% of investments) and equip the ports of the Mediterranean Corridor with supply points for alternative fuels. CEF investments further contribute to support the maritime dimension of the Corridor.

Works undertaken in Croatia include Brajdica new intermodal terminal for containers at the Port of Rijeka, Zagreb pier container terminal and General cargo terminal at the Raša basin. They are expected to upgrade Rijeka Port to adequately respond to the current growing trend of traffic, improve its railway connection and CEF also supports 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.



Action 2014-HR-TMC-0144-W: Brajdica terminal, Port of Rijeka (source: HŽ Infrastruktura d.o.o)

In Spain, CEF investment in the Port of Valencia (2014-ES-TM-0272-M) is expected to improve the rail connection of the port to the Corridor, by enabling UIC gauge train and longer (up to 750 metres) trains to reach the port terminals. This will contribute to better integrate the maritime transport in the logistic chain.

CEF investments in Spain will also connect three multimodal logistical platforms (Bahia de Algeciras, Barcelona and Valencia) to the railway (with mixed Iberian gauge and UIC gauge). 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.

Support also is provided to improve Koper and Barcelona Ports' access and railways connections (2015-EU-TM-0250-M). Investments 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.

In Italy, CEF investments are made to improve the rail-road terminals in Genova, Padova, Trieste and Venice Ro Port. 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 metres, 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. CEF also supports the renewal of Pier VI in the port of Trieste (2015-EU-TM-0310-M) and Venice Ro Port terminal (2016-EU-TM-0342-M)

Within the GAINN global project, several 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, Venice, 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.

Within GAINN Italy, CEF investments are expected to accelerate the deployment of the alternative fuels network in the North-East of Italy. Works (2017-IT-TM-0154-W; 2017-IT-TM-0066-W) will construct and test the main LNG storage facility in the ports of Venice to supply the road, maritime and inland waterways transport modes. The Venice LNG facility will be completely dedicated to LNG distribution as an alternative fuel for trucks and ships.

As a result of CEF Transport funding in Maritime actions, the Maritime Ports of Barcelona, Gijon, Marseille, Valencia and Venice are expected to be equipped with LNG supply points for small scale services.

2.1.4. Rail

Sufficient quality of infrastructure, harmonisation of national rules throughout Europe and introduction of ERTMS are conditions to achieve an interoperable and competitive railway network along the Corridor.

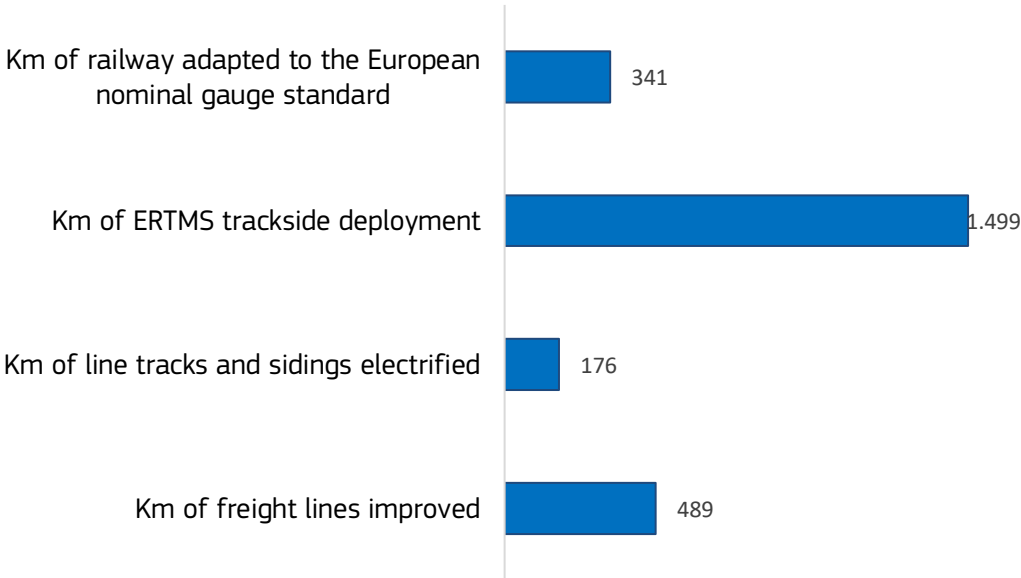
CEF investments contributed to ensure 90% electrification on the Corridor's railway lines (it is only lacking in some sections in Spain). Still, three different voltages are in use along the Corridor and this particularly challenges the cross-border operations. Limitations to the required axle load of 22.5 tonnes still exist on some Hungarian sections. A train length of 750 metres is only allowed on the French network and on the rest of the Corridor various train length restrictions apply, allowing a train length between 400 metres and 750 metres.

CEF investments allowed Slovenia to complete in September 2019 the full ERTMS equipment. ERTMS is also deployed on high-speed lines in Spain and Italy, on some short cross-border sections between Spain and France and between Hungary and Slovenia. So far, no section has been yet equipped with ERTMS in Hungary and Croatia and only 32% of the Corridor is planned to be equipped before 2023.

The Coordinator indicates that cross border railway sections have the highest impact on proper functioning of the Corridor as a whole. The new railway link Lyon-Turin is the key section on which the optimal functioning of the whole Corridor hinges. The low usage of the UIC rail cross-border connection between Spain and France undermines the attractiveness of the Corridor to rail freight operators. The existing lines between Italy and Slovenia and between Slovenia and Croatia need to be upgraded. The Coordinator also evokes the importance and necessity of improving of fostering adaptation to European standards for connections to maritime ports and terminals and factories that generate freight traffic by rail.

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)



817 out of the total 1,499 km of ERTMS deployment concern first deployment, the remaining 682 km concern upgrades.³

³ ERTMS first deployment means equipping a railway line section which was not equipped with the system before.

In total the rail portfolio in the Mediterranean Corridor is composed of 54 Actions, receiving €2.4 billion in CEF Transport funding, almost totally (86%) 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.

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

CEF investment for the construction of the 57 km Lyon-Turin base tunnel is granted through Action 2014-EU-0401-M that builds on previous TEN-T Actions. CEF funding has allowed to complete the first 9 km of the first tube of the tunnel and to give start to the construction phase with the award of main works contracts, planned in the last quarter of 2020.



Action 2014-EU-TM-0401-M: entry of the first 9 km of the first tube of the tunnel (Source:INEA)

The base tunnel is planned to be completed and enter into operation by 2030. Its expected benefits and transport modal shift are strongly dependent on the quality and capacity of the access routes and the rail network nodes of Turin and Lyon. To that effect, ongoing CEF investments (2015-FR-TM-0074-M; 2016-FR-TM-0190-W; 2017-FR-TM-0013-W) at Lyon railway junction, are improving the line capacity and safety with the creation of the 12th platform track at Lyon Part-Dieu station and the relocation of the Traffic Management Control Centre in Lyon. Completed works at St André le Gaz, terminal for regional suburban trains to the east of Lyon railway junction and transit of Grenoble/Chambéry-Lyon railway lines, also contribute to enhance the operating conditions on the existing network and relieve the pressures created by the bottleneck in the centre of Lyon. At Vénissieux-St Priest combined transport yard, Lyon's biggest intermodal freight hub (and France's 2nd largest), CEF investment is finally preparing works' operations to increase the reception of track capacity westbound and construct new reception sidings in the southeast.



Action 2017-FR-TM-0013-W: the 12th platform track at Lyon Part-Dieu station (Source: SNCF Réseau)

In Spain CEF investment (2014-ES-TM-0438-W) allowed the Valencia-Castellon section to be entered into service. In January 2020, the Vandellòs bypass entered in operation in Iberian gauge (will be further migrated to UIC gauge). This allowed the Vandellos-Tarragona branch towards Barcelona to enter into service, while works on Vandellos-Tarragona towards Madrid have been completed (testing and certification are ongoing). These operations will reduce the travel times for both passenger and freight between Valencia and Barcelona by 30 minutes. 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.



Action 2014-ES-TM-0438-W: Gauge changer along Valencia-Barcelona line (Source: INEA)

In addition to the equipment of the Valencia-Tarragona-Barcelona track section, CEF supported the UIC gauge connection of ports of Valencia and Sagunto, where CEF investment (2019-ES-TA-0047-M) built a new border inspection centre. CEF is also supporting the connection of terminals of Barcelona, Valencia, Algeciras and Madrid (2015-ES-TM-0227-M). 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 section.

These investments 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. They

are expected to significantly improve the access and interoperability along the Corridor and within Europe. As noted in the corridor work plan, they will contribute to improve the use of the Figueres-Perpignan high speed line, along the Spain-France cross border section.

In Hungary, CEF investment (6 Actions, €798 million in funding) support the modernisation of the railway network with elimination of critical bottlenecks (4 actions, €763 million, i.e. 70% of the CEF-Transport allocation to the country) and ERTMS trackside deployment. These investments will ensure increased capacity, improved service quality, safety and security and contribute to the modal shift of passengers and freights from road to rail along the Mediterranean, as well Rhine Danube and the Orient East-Med corridors.

The upgrading of Hungarian railway network to TEN-T standards is expected to ultimately contribute towards the improvement of the cross border connections with Croatia and Ukraine. By 2022, activities are reported (2015-HU-TM-0003-M) to upgrade the 29.6 km long, double-track, Százhalombatta-Pusztaszabolcs section (and ultimately contribute to develop the Budapest Kelenföld-Croatian border railway line). These investments will also allow 20.5 km Kelenfold-Szazhalombatta section (2014-HU-TMC-0493-W) and 51.6 km long, double-track Budapest-Rakos-Hatvan section. Finally, CEF investments will contribute to develop the Budapest-Zahony railway line (2015-HU-TM-0158-M) through important works interventions on the reconstruction of the tracks and deploying ERTMS level 2. CEF funding (2015-HU-TM-0053-W) are also expected to complete the deployment of the Global System for Mobile Communications (GSM-R) on 956 km of the Hungarian railway network and install ETCS Baseline 3 on-board equipment on 59 locomotives which will mainly operate along the Mediterranean and Orient/East-Med corridors (2014-HU-TMC-0611-W).

The work plan finally indicates the Budapest urban node as a 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 partially remove this rail bottleneck by reconstructing the southern Budapest Railway Bridge and the connected railway line with a new single track bridge structure and the replacement of the two existing steel structures with new ones.

In Slovenia, the Coordinator highlighted two major achievements obtained with TEN-T and CEF investments. First, the first section of the future new second track Divača-Koper was upgraded. The completion of works between the Dekani sub-station and the Bivje junction contributed to eliminate a bottleneck in Bivje on the railway section Divača-Koper, increasing the capacity and interoperability to meet the growing traffic demand (2014-SI-TMC-0301-M). Further major CEF investments (2016-SI-TMC-0151-M; 2017-SI-TM-0016-W) are ongoing to complete key infrastructure components of the new second track "Divaca-Koper", by 2023.

Another major achievement in Slovenia refers to the the full compliance with TEN-T standard of Pragersko-Hodoš railway section. Investments (2014-SI-TMC-0537-W) also allowed to complete in September 2019 the upgrade of Poljčane - Slovenska Bistrica railway line, which has increased the line axle load, eliminating the bottleneck on the line category, increasing the permeable and transport capacity of the line. Further CEF investments on this section supports the upgrade of the Zidani Most-Celje railway section and three railway stations (Rimske Toplice, Laško, Celje) (2015-SI-TM-0228-W), where works are ongoing and planned to be completed by 2022.

The improvement of Slovenia railways infrastructure is further supported by CEF investments (2015-SI-TM-0111-W) to deploy and upgrade to ETCS Level 1 Baseline 3 on the railway sections at the border with

Croatia-Dobova-Zidani Most and Pragersko-Maribor-Sentilj-State, at the border with Austria. Works are ongoing and expected to be completed in 2022.

MEDITERRANEAN CORE NETWORK CORRIDOR

CEF funded Rail, IWW and Maritime Actions
(excluding ERTMS and RIS)



2.1.5. Road

Road is the dominant mode for trade flows between Corridor regions. The road network included in the Mediterranean Corridor is about 5,700 km, with Spain covering more than 50% of the entire Corridor. The road network is already very near to the compliance with respect to the parameter “motorway/express road” and the compliance of the whole road network is expected by 2030 with the completion of the section Vásárosnamény – Záhony. Along this section, in December 2019 CEF investment (2015-HU-TM-0107-W; 2015-HU-TM-0087-M) allowed to complete all the works 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.

The Coordinator underlined the need to ensure secure parkings, availability of clean fuels as well as the deployment of intelligent transport system. 10 CEF Actions currently deploy Intelligent Transport systems (ITS) for a total amount of €47 million in funding.

In France, CEF investments are expected to support sustainable road mobility through the deployment of a network of 13 stations delivering compressed natural gas using a direct distribution system (2017-FR-TM-0112-W) and twenty HRS, all supplied by electrolyzers and one thousand fuel cell vehicles (2017-FR-TM-0052-W).

CEF is also contributing to improve safety and security for truck drivers along the Corridor, by providing support to build 2 new parking areas and upgrading 9 existing parking areas for trucks and commercial vehicles integrated in the REPSOL Petrol Stations, in Spain (2018-ES-TM-0060-W). This will contribute to optimising the use of the parking areas, by including the dynamic collection, processing and dissemination of parking information.

In the field of ITS, Crocodile 2 and 3, MedTIS II and MedTIS III Actions focus on Road Safety solutions, Traffic Management Services (TMS) and Traveller Information Services (TIS). CEF investments (2014-EU-TM-0588-W; 2016-EU-TM-0275-W) allowed to deploy ITS covering 13,500 km of motorways along Portugal, Spain, France and Italy. Yearly benefits include reduction of about 51 accidents, 66 injured, 2 fatalities, reduction of road congestion of about 130,000 Hours and saving of about 535,000 fuel litres, 1,450 Tons of CO₂ emissions.

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. In Hungary, "Crocodile 2.0 Hungary" (2015-HU-TM-0358-W) and "Crocodile 3 HU" (2016-HU-TMC-0300-W) build upon the success of "Crocodile II" action (2014-EU-TM-0563-W). They are expected to contribute towards coordinated traffic management via the exchange of accurate and reliable data between road operators, private stakeholders and public administrations.

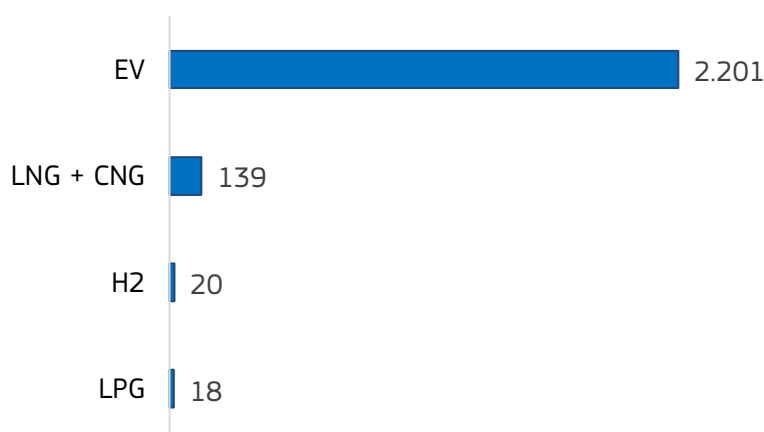
In Croatia, Crocodile II (2015-HR-TM-0114-W) is expected to provide real-time traffic information and information on safe and secure parking places for trucks, as well introduce DATEX II protocols to enable the automatic exchange of information with other Member States. This will contribute to the continuity of the ITS services between Croatia and neighbouring countries. CROCODILE 3 (2016-HR-TMC-0162-W) is expected to support provision of free traffic information for users related to road safety, as well as to information services for safe and secure parking places for trucks and commercial vehicles.

In Slovenia, CEF investments on ITS (2015-SI-TM-0303-W; 2016-SI-TM-0229-W) support the National Traffic Management Centre (NTMC) and improve mobility, accessibility and traffic safety as well as improving the environmental performance of the Slovenian state road networks with the provision of ITS services and information for monitoring and management of traffic.

As a result of CEF Transport funding in Road actions:

- In France, in Lyon Metropolitan Area (2014-FR-TA-0566-W) 936 traffic sensors were deployed and 31 new traffic control cameras were installed. A total of 700 km is covered by the traffic control centre which controls all systems available (traffic management, traffic lights, Public Transport, etc.). A mobile app was also launched (ONLYMOOV) to provide real-time transport information to citizens and promote park and ride strategies. These measures have led to a reduction of traffic congestion between 4% and 9% (depending on the time of the day) and have granted green-light priority to 97% of public transports (tram). Thanks to these deployments, the traffic flow is significantly improved not only in recurrent situations (congestion), but also in abnormal situations (incident) and in sensitive areas;
- 739 parking spots are expected to be built or improved in 17 parking areas in Spain;
- 2,378 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



2.2. Financial Progress

CEF Transport funding for actions in the Mediterranean Corridor was initially⁴ €3 billion, corresponding to €6.6 billion in eligible costs. Following amendments and closures, the actual funding going to this Corridor is €2.9 billion, corresponding to €6.3 billion in eligible costs. It is important to note that the major part of the reductions is re-injected in the 2019 CEF Transport calls.

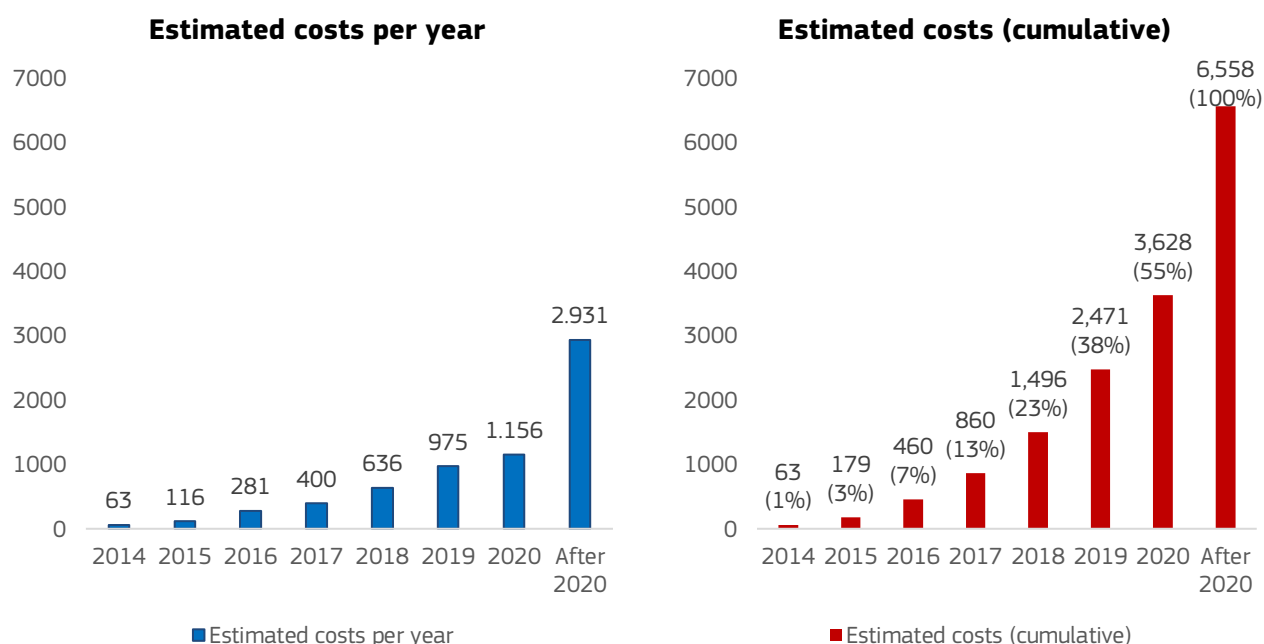
When taking into account the latest information available⁵, the costs necessary to implement CEF Transport actions are estimated at €6.6 billion⁶. The figures in the graphs below give an overview of the respective financial progress (in terms of estimated costs) of the overall Corridor portfolio. By the end of 2019 the financial progress reached was 38%.

⁴ i.e. grant agreement signature stage

⁵ i.e. action status reports and received but not yet approved final payment claims.

⁶ Higher estimated costs with respect to the initial or actual eligible costs are typically due to cost overruns reported in the ASRs.

Figure 4: Estimated budget implementation (€ million)



Whilst the above financial progress charts are 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 €2.9 billion of CEF Transport funding:

- 36% or €1 billion has already been paid (including pre-financing)
- 22% or €646.5 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 related to maturity and the technical complexity of co-funded activities. This has been the case for planned works at the railway access of Barcelona Port and at Tarragona intermodal rail-road terminal, for which the 2018 Mid-Term Review recommended to suspend CEF investment.

Another example of technical complexities, which are recurrent in implementing large infrastructure projects is the case for the implementation of the UIC gauge in some stretches of the Spanish railway networks.

Governance is an additional challenge, particularly for cross-border Actions. In the case of Lyon-Turin project, the implementing body had to wait several months before obtaining the green light to launch tenders. This, added to the implementation of the controls foreseen in the binational Treaty, delayed significantly the tendering phase. CEF investments has supported cross-border cooperation, like in the case of Lyon-Turin, Trieste-Divača and the Mediterranean Rail Freight Corridor. As regards Lyon-Turin, The Coordinator is an observer of the governance body and in the case of the Trieste-Divača and Rail Freight Corridor, CEF supports the European Economic Interest Grouping (EEIG) to coordinate activities and ensure the collaboration among stakeholders.

Similarly, changes in national strategies or in national priorities as regards investment priorities can impact CEF funded projects. This has been the case for some French projects, like the new high speed line Montpellier-Perpignan, the Southern section of the Railway Bypass around the Lyon and the optimization of Perpignan – Figueras new line.

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, where the entry into force of a new Hungarian Public Procurement Act, transposing EU Directives 2014/24/EU and 2014/25/EU, introduced a new procurement regime and new legal expertise requirements for all bidders. This considerable delayed CEF investments during their earlier phase.

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. This applies as well in Croatia, where some operational and technical capacity limitations at various stakeholder levels mainly stemming from pre-accession project management, limited Croatia's absorption capacity.

Often, beneficiaries underestimated the effort needed to cope with administrative requirements linked to specific procedures (permits, authorisation etc.). Similarly, beneficiaries often underestimated the time needed to carry out public consultations and to implement modifications resulting from such public consultations.

Lastly, an additional factor for delay resides in the high turnover of key decision makers, (this is especially the case for the Croatian railway infrastructure manager HŽI), which leaves the stakeholders vulnerable to disruptions in the service continuity and political/project priority shifts.

4. Conclusion and Outlook

In her work plan, the Coordinator indicates that every euro invested in the Mediterranean core network creates 3.5 euros of GDP on average. In terms of additional jobs created, one billion of euro invested provides for 15.000 more jobs on average for MED CNC countries.

CEF program - since 2014 – is contributing to the implementation of the Mediterranean Corridor.. €2.9 billion in CEF funding for a total investment of €6.3 billion have been allocated to 147 Actions located on the Corridor. Out of the current investment of €2.9 billion, the largest share, €1.5 billion, is devoted to works (while € 1.2 billion support studies and €108 million for mixed actions). As one of the EU instruments to support the Member States efforts, CEF is ensuring a tangible progress towards works phase implementation.

Although the vast majority of CEF Actions on the corridor are still ongoing, therefore full results will only be known in the future, and despite some challenges affecting implementation, overall the Actions are advancing well. Ongoing and planned investments on the Mediterranean Core Network Corridor will improve the situation, in the meantime some important achievements have already been made.

Thanks to CEF, important improvements are being made with regard to rail transport. Rail Actions are addressing bottlenecks and improving the quality and standards of the infrastructure, especially regarding

speed, axle load and train length, and safety. Major achievements are the elimination of the bottleneck in Bivje on Divača-Koper and Pragersko-Hodoš railway sections, the upgrade of Antequera-Granada high-speed line with ERTMS level 2, the entering into service of Vandellòs bypass, the upgrade of the Rijeka Port, the reinforcement of Interporto Padova, in addition to the entering into service of Montpellier – Nîmes high-speed bypass line and the completion of Treviglio Brescia high speed line. Ongoing investments implementing the UIC standard rail gauge in the southern stretch of the Corridor and upgrading the Hungarian railway network will further increase the performance of the Corridor railway network.

Cross border railway sections have the highest impact on proper functioning of the Corridor as a whole and the new railway link Lyon-Turin, the UIC rail gauge cross-border connection between Spain and France and Divača-Koper section are key investments. These large multi-annual infrastructure constructions are ongoing and will require several years to be completed and important complementary works at national levels to reap their full benefits.

CEF has delivered tangible results to improve the road services with the deployment of ITS (intelligent transport system), important contributors of efficient, clean and economically viable transport. New traffic information tools and operator support systems for the traffic management centres have been deployed and are interoperable in Portugal, Spain, France and Italy covering 13,500 km of motorways.

Despite progress, continuous efforts of all stakeholders are requested, particularly in case of complex infrastructures projects and with multi beneficiaries Actions. The CEF is often funding Actions aiming at fostering cooperation and coordination between stakeholders. For example, the CEF funded Programme Support Action for the establishment of the RFC 6 Mediterranean Rail Freight, the support to EEIG for Trieste-Divača or the support to the C-Roads platform support projects' implementation through the reinforcement of the project governance.

To implement by 2030 the Mediterranean Corridor, the fourth Corridor Work Plan identified 607 infrastructure projects proposed by the Member States, with an investment need of nearly €105 billion. Rail is the most represented mode in the Project list for the Corridor, with about 28% (rail and rail ERTMS) of projects addressing necessary works (€ 71.4 billion). Not only adequate infrastructure, but also innovative ITS and measures to improve the safety, security and environmental performance of the transport sector have been identified as key elements in supporting the completion of the Mediterranean Corridor by 2030. CEF support is fully aligned with these priorities.

A large share of the identified projects is ongoing and planned to be completed between 2025 and 2030. This implies that long term investments are required.. Currently, efforts are being made in the context of CEF to find new and innovative modes of financing to bridge the funding gap of the projects: Blending of grants and loans is a new mechanism under the CEF to leverage public grants for key priority projects. So far, 25 projects have been funded under the blending Calls 1 and 2 (mainly for new technologies and innovation for road and maritime), with an actual contribution of €301million for the Corridor.

In the next financing period, CEF 2 will continue to allow ongoing investments, as well as new ones. INEA will continue monitoring very closely the implementation of actions to ensure that EU funds are spent efficiently and according to the rules.

5. Statistical Annex

CEF Transport funding in the Mediterranean Corridor: €2.9 billion	
Corridor funding per priority € million	Corridor funding per type € million
Pre-identified projects on the Core Network corridors 2.592 New technologies and innovation 91 European Rail Traffic Management System... 56 Intelligent Transport Services for road (ITS) 47 Multimodal logistics platforms 39 Motorways of the Sea (MoS) 34 Nodes of the Core Network 24 Other sections of the Core Network 12 River Information Services (RIS) 3 Freight Transport Services 3 Rail interoperability 2 Safe and secure infrastructure 1	Works 1.545 Mixed 1.255 Studies 103
	Corridor funding per envelope - € million
	General 1.489 Cohesion 1.415
CEF Transport funding in Nodes: €310 million	CEF Transport funding in Sections: €2.6 billion
Corridor funding per TOP 5 Nodes € million	Corridor funding per Mode of Section € million
Maritime Ports (Rijeka) 99,5 Maritime Ports (Ravenna) 37,4 Maritime Ports (Venezia) 33,4 Maritime Ports (Trieste) 25,7 Rail-Road Terminals/Platforms (Barcelona) 19,2	Rail Sections 2.420,2 Road Sections 163,1 Inland Waterways Sections 9,6

6. List of actions on the Mediterranean Corridor

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Air	2014-HU-TMC-0508-W	Connection of the railway line Budapest-Arad to the multi-modal hub at Budapest Airport	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2014	30/09/2021	100%	14,841,000	17,460,000
Air Total									14,841,000	17,460,000
Inland Waterways	2014-IT-TM-0319-S	Study for standard enhancement and interconnection of national systems of RIS-Italy	Closed	River Information Services (RIS)	Studies	01/01/2014	30/06/2018	100%	1,188,542	2,377,083
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	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2014	31/12/2020	100%	8,385,855	41,929,276
Inland Waterways	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	Ongoing	Multimodal logistics platforms	Works	01/01/2017	30/03/2020	100%	1,524,799	9,230,018

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
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	Ongoing	River Information Services (RIS)	Mixed	01/01/2017	30/04/2020	80%	1,140,000	2,280,000
Inland Waterways	2015-EU-TM-0404-S	LNG Logistics	Ongoing	New technologies and innovation	Studies	25/08/2016	02/10/2018	20%	175,709	351,417
Inland Waterways	2015-HU-TM-0349-M	PAN-LNG-4-DANUBE	Ongoing	New technologies and innovation	Mixed	01/06/2016	31/12/2021	85%	5,127,691	6,032,578
Inland Waterways	2015-HU-TM-0365-S	Preparatory activities to upgrade the railway link between the inland Freeport of Budapest and the core network corridors	Ongoing	Pre-identified projects on the Core Network corridors	Studies	16/02/2016	31/12/2020	100%	840,858	989,245
Inland Waterways	2016-HU-TMC-0164-S	Integrated Port Information System in Hungary	Ongoing	Pre-identified projects on the Core Network corridors	Studies	01/09/2017	31/12/2020	34%	288,278	339,150
Inland Waterways	2018-ES-TM-0025-S	AIRIS II-SYNCHRO. Synchromodal Traffic & Transport Information Services	Ongoing	River Information Services (RIS)	Studies	01/05/2019	01/08/2022	100%	850,000	1,700,000

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Inland Waterways	2018-IT-TM-0118-S	Designing multimodal freight platforms bridging northern Emilia and southern Lombardy to the TEN-T Network	Ongoing	Multimodal logistics platforms	Studies	01/01/2019	30/06/2021	50%	825,000	1,650,000
Inland Waterways Total									20,346,731	66,878,767
Maritime	2014-ES-TM-0272-M	Improvement of the hinterland rail connection to the Port of Valencia (CONNECT VALENCIAPORT)	Ongoing	Pre-identified projects on the other sections of the Core Network	Mixed	01/01/2014	31/12/2020	100%	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	Ongoing	New technologies and innovation	Studies	01/01/2014	31/12/2018	100%	3,174,529	6,349,058
Maritime	2014-EU-TM-0343-M	Improving North Adriatic ports' maritime accessibility and hinterland connections to the Core Network (NAPA4CORE)	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	01/01/2014	31/12/2020	100%	21,959,999	109,799,996
Maritime	2014-EU-TM-0531-S	FRESH FOOD CORRIDORS	Closed	Motorways of the Sea (MoS)	Studies	01/09/2014	31/07/2018	100%	5,596,923	11,193,846
Maritime	2014-EU-TM-0673-S	Poseidon Med II	Ongoing	Motorways of the Sea (MoS)	Studies	01/06/2015	31/12/2020	30%	7,991,911	15,983,822

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Maritime	2014-EU-TM-0686-S	e-Freight Implementation Action (e-Impact)	Closed	New technologies and innovation	Studies	01/07/2015	30/06/2018	33%	525,191	1,050,382
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	50%	5,834,057	14,317,012
Maritime	2014-EU-TM-0732-S	CORE LNGas hive - Core Network Corridors and Liquefied Natural Gas	Ongoing	New technologies and innovation	Studies	01/01/2014	31/12/2020	34%	5,660,279	11,320,558
Maritime	2014-EU-TMC-0700-S	Sustainable LNG Operations for Ports and Shipping - Innovative Pilot Actions (GAINN4MOS)	Ongoing	Motorways of the Sea (MoS)	Studies	01/01/2015	30/09/2019	100%	1,307,725	1,538,500
Maritime	2014-HR-TMC-0144-W	Port of Rijeka multimodal platform development and interconnection to Adriatic Gate container terminal (POR2CORE-AGCT)	Ongoing	Pre-identified projects on the Core Network corridors	Works	16/07/2015	31/12/2020	100%	30,222,600	35,556,000
Maritime	2014-IT-TM-0450-S	GAINN4CORE	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	01/06/2015	31/03/2019	25%	888,357	1,776,715

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Maritime	2015-EU-TM-0236-S	ELEMED – Electrification of the Eastern Mediterranean area (use of Cold Ironing and electricity as a propulsion alternative)	Closed	Motorways of the Sea (MoS)	Studies	01/04/2016	31/03/2018	80%	60,618	121,236
Maritime	2015-EU-TM-0250-M	CarEsmatic – Supporting cars and electric cars distribution using Motorways of Sea's solutions and promoting sustainable shipping concepts	Ongoing	Motorways of the Sea (MoS)	Mixed	01/03/2016	30/03/2020	100%	5,230,280	17,142,880
Maritime	2015-EU-TM-0310-M	Adriatic MoS Upgraded Services - Adri-Up	Ongoing	Motorways of the Sea (MoS)	Mixed	01/03/2016	20/12/2020	40%	2,852,200	9,090,000
Maritime	2015-HR-TM-0032-W	Upgrade of the Rijeka Port infrastructure - Zagreb Pier container terminal (POR2CORE-ZCT)	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/10/2016	31/12/2020	100%	26,849,056	31,587,125
Maritime	2015-HR-TM-0399-W	Upgrade of the Rijeka Port infrastructure - General cargo terminal (POR2CORE-GCT)	Ongoing	Pre-identified projects on the Core Network corridors	Works	02/01/2017	31/12/2020	100%	3,132,042	6,914,000

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Maritime	2016-ES-TM-0063-S	Removal of bottlenecks that prevents Cartagena's Port to connect core network and improvement of urban traffic (studies)	Ongoing	Nodes of the Core Network	Studies	01/01/2017	31/12/2021	100%	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	Ongoing	Motorways of the Sea (MoS)	Mixed	01/07/2017	31/03/2021	90%	2,548,170	9,042,000
Maritime	2016-HR-TMC-0067-W	Upgrade of the Rijeka Port infrastructure - Rijeka Basin (POR2CORE-Rijeka Basin)	Ongoing	Pre-identified projects on the Core Network corridors	Works	02/10/2017	31/12/2020	100%	28,614,466	33,664,078
Maritime	2016-HR-TMC-0082-S	Upgrade of the Rijeka Port infrastructure - Port Community System (POR2CORE-PCS)	Ongoing	Multimodal logistics platforms	Studies	04/12/2017	31/12/2020	100%	1,411,000	1,660,000
Maritime	2016-HR-TMC-0171-W	Upgrade of the Rijeka Port infrastructure - Bakar bulk cargo terminal (POR2CORE-BCTB)	Ongoing	Pre-identified projects on the Core Network corridors	Works	02/01/2019	31/07/2021	100%	5,180,464	6,094,664
Maritime	2017-ES-TM-0156-W	LNGHIVE2 Infrastructure and logistics solutions	Ongoing	New technologies and innovation	Works	03/09/2018	28/02/2022	36%	479,644	2,398,219

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Maritime	2017-EU-TM-0037-W	BCLink: MoS for the future	Ongoing	Motorways of the Sea (MoS)	Works	01/01/2018	31/12/2021	49%	2,126,044	10,556,051
Maritime	2017-EU-TM-0062-W	GAINN4MID -GAINN for Mobile Infrastructure Deployment	Ongoing	New technologies and innovation	Works	01/11/2017	31/08/2020	4%	246,612	1,274,800
Maritime	2017-EU-TM-0147-W	LNGHIVE2 vessels demand: green and smart links - LNG solutions for smart maritime links in Spanish Core ports	Ongoing	New technologies and innovation	Works	16/04/2018	31/07/2021	23%	2,713,408	13,567,038
Maritime	2017-HR-TM-0139-W	Upgrade of the Rijeka Port infrastructure - AGCT dredging (POR2CORE-AGCT dredging)	Ongoing	Pre-identified projects on the Core Network corridors	Works	09/10/2018	30/06/2020	100%	2,782,310	13,911,549
Maritime	2017-IT-TM-0044-W	Ravenna Port Hub: infrastructural works	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/07/2018	31/12/2023	100%	37,377,000	186,885,000
Maritime	2017-IT-TM-0066-W	GAINN4SEA - GAINN for South Europe mAritime LNG roll-out	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/10/2018	30/04/2022	45%	6,448,826	34,977,924
Maritime	2017-IT-TM-0092-W	TriesteRailPort - Upgrade of the railway infrastructures of the Port of Trieste	Ongoing	Pre-identified projects on the Core Network corridors	Works	10/04/2018	31/12/2023	100%	6,540,000	32,700,000
Maritime	2017-IT-TM-0154-W	LNG facility in the port of Venice	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/04/2019	30/09/2022	100%	12,143,607	60,718,036

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Maritime	2018-EU-TM-0117-S	Green and Connected Ports (GREEN C PORTS)	Ongoing	New technologies and innovation	Studies	01/04/2019	31/03/2023	69%	2,468,719	4,937,439
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 Total									248,566,412	772,047,926
Rail	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	Terminated	Multimodal logistics platforms	Mixed	01/10/2015	30/09/2019	100%	-	-
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	39%	505,526	2,527,629

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	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).	Ongoing	Multimodal logistics platforms	Studies	01/01/2015	31/10/2020	100%	970,450	1,940,900
Rail	2014-ES-TM-0398-W	Intermodal Logistics Platform Constanti	Closed	Multimodal logistics platforms	Works	01/06/2015	31/12/2018	100%	-	-
Rail	2014-ES-TM-0438-W	MEDITERRANEAN CORRIDOR. SECTION VALENCIA - TARRAGONA - BARCELONA. IMPLEMENTATION OF UIC GAUGE (PHASE 1)	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2014	31/12/2021	100%	100,825,344	252,063,359
Rail	2014-ES-TM-0481-W	New Southern Rail Access to the Port of Barcelona - Phase 2 - Connection Works	Closed	Pre-identified projects on the Core Network corridors	Works	01/07/2015	31/12/2018	100%	4,901,101	16,337,002
Rail	2014-ES-TM-0500-S	Mediterranean Corridor. Section: Algeciras-Madrid-Zaragoza-Barcelona. Madrid-Vicálvaro Freight Railway Terminal	Closed	Multimodal logistics platforms	Studies	01/01/2016	31/12/2018	100%	475,568	951,136

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
		Upgrade. Studies. Phase 1.								
Rail	2014-ES-TM-0510-W	ERTMS DEPLOYMENT ON BARCELONA COMMUTER LINES	Ongoing	European Rail Traffic Management System (ERTMS)	Works	30/11/2015	31/12/2021	100%	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	Ongoing	European Rail Traffic Management System (ERTMS)	Works	01/04/2014	31/12/2020	78%	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	Closed	Pre-identified projects on the Core Network corridors	Works	01/05/2015	31/03/2018	50%	4,956,701	16,522,338
Rail	2014-EU-TM-0401-M	Cross Border Section of the New Lyon-Turin Rail Link Mont Cenis Base Tunnel (TBM)	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	01/01/2014	31/12/2022	100%	813,781,900	1,915,054,750

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2014-FR-TM-0476-S	Studies for the proposed new railway line between Montpellier and Perpignan (LNMP)	Ongoing	Pre-identified projects on the Core Network corridors	Studies	01/01/2014	31/12/2019	100%	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	Ongoing	Pre-identified projects on the Core Network corridors	Studies	01/01/2014	31/12/2020	100%	1,015,101	2,030,201
Rail	2014-HR-TMC-0316-S	Preparation for construction of second track, upgrade and modernisation on railway line section Škrlevo-Rijeka-Jurdani	Ongoing	Pre-identified projects on the Core Network corridors	Studies	01/10/2015	30/04/2021	100%	4,558,649	5,363,116
Rail	2014-HU-TMC-0493-W	Upgrading the Kelenföld-Pusztaszabolcs railway line, Stage I (Upgrading the Kelenföld-Százhalombatta section and installation of ETCS	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/05/2015	31/12/2022	100%	136,831,274	160,977,969

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
		level 2)								
Rail	2014-IT-TM-0058-W	ERTMS Deployment on the Italian part of the Rhine - Alpine Core Network Corridor	Ongoing	European Rail Traffic Management System (ERTMS)	Works	19/11/2014	31/12/2020	8%	1,095,280	2,190,560
Rail	2014-IT-TM-0089-S	Upgrade and Strengthening of Rail Freight Corridor 6 - Mediterranean Corridor including Extension to Croatia.	Closed	Rail interoperability	Studies	01/01/2015	31/12/2018	100%	2,069,233	4,138,465
Rail	2014-IT-TM-0591-M	Enhancing the efficiency of the new container terminal of Interporto di Padova	Ongoing	Multimodal logistics platforms	Works	01/01/2014	31/12/2019	100%	3,248,432	16,242,161
Rail	2014-SI-TMC-0301-M	Bottleneck rehabilitation in the area of Bivje on the Divača-Koper railway line	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	05/01/2015	01/06/2019	100%	14,187,107	16,690,714
Rail	2014-SI-TMC-0537-W	Upgrading of the railway line Poljčane - Slovenska Bistrica	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/05/2015	30/06/2020	100%	11,937,879	27,317,800

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
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	Ongoing	Nodes of the Core Network	Studies	01/05/2016	30/06/2019	100%	225,000	450,000
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)	Ongoing	Nodes of the Core Network	Studies	01/12/2016	31/12/2019	100%	1,100,000	2,200,000
Rail	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	Ongoing	Multimodal logistics platforms	Mixed	17/02/2016	31/12/2021	100%	5,173,190	21,064,134

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2015-ES-TM-0329-S	Standard gauge access between Multimodal Platform of La Llagosta and the Mediterranean Corridor and adaptation to 750 metres length. Studies. Phase 1	Ongoing	Multimodal logistics platforms	Studies	01/10/2016	31/12/2019	100%	540,000	1,080,000
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
Rail	2015-HR-TM-0106-W	Upgrade of existing and construction of second track on the Križevci - Koprivnica - state border railway line section	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/07/2016	31/12/2020	100%	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	Ongoing	Pre-identified projects on the Core Network corridors	Works	05/01/2016	31/12/2022	100%	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	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/09/2016	31/12/2021	69%	34,149,354	40,175,710

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2015-HU-TM-0134-W	Upgrade of the Budapest South Railway Bridge	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2017	31/12/2022	100%	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	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	01/03/2016	31/12/2022	100%	297,588,420	350,104,023
Rail	2015-IT-TM-0144-S	Design of the railway connection with the Venice airport	Closed	Nodes of the Core Network	Studies	09/03/2016	30/09/2017	100%	3,448,765	6,897,530
Rail	2015-IT-TM-0168-W	ERTMS trackside equipment on Italian sections of the ERTMS/Core Network Corridors in compliance with the Breakthrough Program	Ongoing	European Rail Traffic Management System (ERTMS)	Works	02/01/2017	31/12/2020	42%	19,198,200	38,396,400
Rail	2015-IT-TM-0247-M	Enhancing Interporto di Padova - Step 2: ancillary measures and ICT solutions for optimising terminal operations, accessibility and interconnections	Ongoing	Multimodal logistics platforms	Mixed	01/03/2016	31/12/2020	100%	1,352,120	5,935,600
Rail	2015-SI-TM-0111-W	Deployment of ERTMS/ETCS on the Dobova-Zidani Most and Pragersko-Maribor-Šentilj	Ongoing	European Rail Traffic Management System (ERTMS)	Works	01/12/2016	31/12/2020	62%	3,952,499	4,649,999

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
		railway lines								
Rail	2015-SI-TM-0228-W	Upgrade of the Zidani Most - Celje railway line	Ongoing	Pre-identified projects on the Core Network corridors	Works	17/02/2016	31/12/2020	100%	90,575,881	158,626,761
Rail	2016-ES-TA-0278-S	Study of gauges in Railway Corridors for "Rail Motorways" services	Ongoing	Freight Transport Services	Studies	01/07/2017	31/12/2020	40%	300,000	600,000
Rail	2016-ES-TM-0058-S	FPSII. Advanced deployment of innovative solutions to improve railway traffic management & operation on the Core Network	Ongoing	New technologies and innovation	Studies	01/09/2017	30/12/2020	100%	1,175,584	2,351,167
Rail	2016-ES-TM-0133-S	LINKING ZARAGOZA: URBAN CONNECTIVITY WITH THE CORE NETWORK	Ongoing	Nodes of the Core Network	Studies	15/02/2017	30/08/2019	100%	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	Ongoing	Nodes of the Core Network	Studies	07/02/2017	31/12/2020	100%	1,600,000	3,200,000
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

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
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	2016-HR-SA-0006	Optimization of electric traction power supply from transmission network for increasing energy efficiency	Terminated	(blank)	Studies	01/06/2017	31/12/2019	100%	-	-
Rail	2016-HR-TMC-0070-S	Designs for the upgrade of the railway section Oštarije – Škrljevo	Pre-terminated	Pre-identified projects on the Core Network corridors	Studies	14/02/2017	31/12/2020	100%	5,950,000	7,000,000
Rail	2016-HU-TMC-0319-S	Budapest Railway Node Strategic Development Study	Ongoing	Pre-identified projects on the Core Network corridors	Studies	01/01/2018	30/04/2021	100%	1,266,500	1,490,000
Rail	2016-IT-TM-0244-W	ERTMS on strategic sections of 3 CNCs	Ongoing	European Rail Traffic Management System (ERTMS)	Works	07/02/2017	31/12/2020	85%	23,162,500	46,325,000

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2016-SI-TMC-0151-M	Second track "Divača-Koper" – Surveys, executive design, construction of access roads and structures for bridging Glinščica Valley	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	01/10/2017	30/06/2021	100%	44,333,766	52,157,372
Rail	2017-ES-TM-0063-W	Implementation of UIC gauge in Mediterranean Corridor. Section Castellbisbal-Nudo Vilaseca	Ongoing	Pre-identified projects on the Core Network corridors	Works	14/07/2017	31/12/2023	100%	56,992,264	284,961,321
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	2017-SI-TM-0016-W	Second track "Divača-Koper" – Construction of tunnels T1-T7	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/09/2018	31/12/2023	100%	109,026,725	545,133,626
Rail	2018-ES-TM-0129-M	Madrid Vicálvaro Freight Railway Terminal. Works Phase 1. Subphase 1A. Mediterranean Corridor. Rail Works and Road Studies.	Ongoing	Multimodal logistics platforms	Mixed	01/11/2018	31/12/2022	100%	4,522,000	21,080,000
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

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2018-IT-TM-0057-S	Veneto Region coordinated initiative enhancing core intermodal nodes	Ongoing	Multimodal logistics platforms	Studies	05/11/2018	31/10/2021	100%	2,016,380	4,032,760
Rail Total									2,455,999,532	5,004,747,003
Road	2014-ES-TM-0358-S	Repsol Security Parking	Closed	Safe and secure infrastructure	Studies	01/01/2014	31/12/2017	50%	375,000	750,000
Road	2014-ES-TM-0674-S	Viability analysis on the harmonization of common data type categories for the road and public transport network (HARMONY)	Ongoing	New technologies and innovation	Studies	01/11/2015	31/12/2018	50%	322,093	644,185
Road	2014-EU-TM-0563-W	CROCODILE 2	Ongoing	Intelligent Transport Services for road (ITS)	Works	01/01/2015	31/12/2019	20%	1,651,400	8,257,000
Road	2014-EU-TM-0579-M	UNIT-E	Closed	New technologies and innovation	Mixed	01/07/2015	30/06/2018	26%	450,697	901,393
Road	2014-EU-TM-0588-W	MedTIS II	Ongoing	Intelligent Transport Services for road (ITS)	Works	01/01/2014	31/12/2018	100%	10,503,491	52,517,454
Road	2014-EU-TM-0729-S	Boosting Energy Sustainable fuels for freight Transport in European motorWays (BESTWay)	Ongoing	New technologies and innovation	Studies	01/09/2014	31/12/2019	30%	1,156,990	2,313,980

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
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-HU-TMC-0629-M	PAN-LNG Project	Ongoing	New technologies and innovation	Mixed	02/06/2015	30/06/2018	40%	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	Ongoing	New technologies and innovation	Works	16/02/2016	31/12/2019	45%	192,717	963,586
Road	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)	Ongoing	Nodes of the Core Network	Studies	17/02/2016	31/07/2020	100%	1,033,272	2,066,544
Road	2015-ES-TM-0274-S	INMAB	Ongoing	Nodes of the Core Network	Studies	01/04/2016	11/09/2020	100%	1,250,000	2,500,000
Road	2015-EU-TM-0104-S	SiLNGT Small Scale TRANSPORT	Ongoing	New technologies and innovation	Studies	01/10/2016	30/04/2020	100%	1,237,700	2,475,400
Road	2015-EU-TM-0204-S	EAST-E	Ongoing	New technologies and innovation	Studies	01/03/2016	30/06/2020	35%	1,769,530	2,081,800

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-0292-S	Creation of LNG road HAulage MArket in a smart & quick way	Ongoing	New technologies and innovation	Studies	17/02/2016	30/06/2019	100%	1,364,575	2,729,150
Road	2015-EU-TM-0409-S	CIRVE Project	Ongoing	New technologies and innovation	Studies	01/07/2016	31/12/2020	71%	1,250,747	2,501,495
Road	2015-EU-TM-0415-S	EVA+ (Electric Vehicles Arteries in Italy and Austria)	Ongoing	New technologies and innovation	Studies	01/07/2016	31/08/2019	24%	1,016,795	2,033,590
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	5%	620,571	1,241,141
Road	2015-HR-TM-0114-W	Crocodile II Croatia	Ongoing	Intelligent Transport Services for road (ITS)	Works	01/05/2016	31/12/2020	100%	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	Ongoing	Pre-identified projects on the Core Network corridors	Works	16/02/2016	30/06/2020	100%	40,355,945	49,395,282
Road	2015-HU-TM-0315-M	CNG Clean Fuel Box Project	Ongoing	New technologies and innovation	Mixed	01/10/2016	31/12/2018	48%	4,738,961	5,575,248
Road	2015-HU-TM-0358-W	CROCODILE_2.0_HU	Ongoing	Intelligent Transport Services for road (ITS)	Works	16/02/2016	31/12/2019	50%	2,522,577	2,967,738

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Road	2015-SI-TM-0303-W	Traffic Management Integration in the National Traffic Management Centre	Ongoing	Intelligent Transport Services for road (ITS)	Works	30/06/2016	31/12/2020	74%	1,978,148	2,327,233
Road	2016-EU-TM-0121-W	High speed electric mobility across Europe	Ongoing	New technologies and innovation	Works	01/07/2017	31/12/2020	8%	813,440	4,067,200
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	41%	3,906,560	7,813,120
Road	2016-EU-TM-0163-W	CROCODILE 3	Ongoing	Intelligent Transport Services for road (ITS)	Works	01/01/2018	31/12/2020	34%	935,340	4,676,700
Road	2016-EU-TM-0275-W	MedTIS III	Ongoing	Intelligent Transport Services for road (ITS)	Works	08/02/2017	31/12/2020	100%	14,105,115	70,525,573
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	43%	1,438,350	2,876,700
Road	2016-EU-TMC-0344-W	Comprehensive fast-charging corridor network in South East Europe	Ongoing	New technologies and innovation	Works	01/05/2017	31/12/2020	23%	788,523	985,654
Road	2016-EU-TMC-0350-S	NEXT-E	Ongoing	New technologies and innovation	Studies	01/03/2017	31/12/2020	41%	7,726,245	9,089,700

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Road	2016-EU-TMC-0351-S	URBAN-E: e-Mobility, Infrastructure and Innovative Intermodal Services in Ljubljana, Bratislava and Zagreb	Ongoing	Nodes of the Core Network	Studies	01/03/2017	31/12/2020	33%	1,254,693	1,476,110
Road	2016-HR-TMC-0162-W	CROCODILE 3 Croatia	Ongoing	Intelligent Transport Services for road (ITS)	Works	01/01/2018	31/12/2020	85%	3,537,360	4,161,600
Road	2016-HU-TMC-0300-W	CROCODILE 3 HU	Ongoing	Intelligent Transport Services for road (ITS)	Works	01/01/2018	31/12/2020	100%	1,780,922	2,095,202
Road	2016-IT-TM-0284-S	GAINN4MED	Ongoing	New technologies and innovation	Studies	01/03/2017	30/09/2020	18%	837,000	1,674,000
Road	2016-SI-TM-0229-W	Traffic Management Integration in the National Traffic Management Centre 2	Ongoing	Intelligent Transport Services for road (ITS)	Works	03/01/2018	31/12/2020	74%	828,800	4,144,000
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	13%	5,083,699	25,418,496
Road	2017-EU-TM-0065-W	Central European Ultra Charging	Ongoing	New technologies and innovation	Works	01/01/2018	31/05/2021	14%	1,728,665	8,643,324
Road	2017-EU-TM-0068-W	MEGA-E: Metropolitan Greater Areas - Electric	Ongoing	New technologies and innovation	Works	01/08/2017	31/12/2021	4%	1,172,013	5,860,066

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Road	2017-EU-TM-0080-W	BioLNG EuroNet	Ongoing	New technologies and innovation	Works	12/04/2018	31/12/2023	12%	3,049,152	15,245,760
Road	2017-EU-TM-0165-W	MULTI-E: Multiple Urban and Long-distance Transport Initiatives – Electric and CNG	Ongoing	New technologies and innovation	Works	01/05/2018	31/12/2023	20%	2,581,263	12,906,317
Road	2017-FR-TM-0034-W	Blue Stations Network	Ongoing	New technologies and innovation	Works	01/01/2018	31/12/2020	20%	1,091,000	5,455,000
Road	2017-FR-TM-0052-W	Zero Emission Valley	Ongoing	New technologies and innovation	Works	01/01/2018	31/12/2023	75%	7,598,850	37,994,250
Road	2017-FR-TM-0109-W	LAST MILE	Ongoing	New technologies and innovation	Works	01/01/2019	31/05/2022	16%	1,109,625	5,548,125
Road	2017-FR-TM-0111-W	CORRI-DOOR ²	Ongoing	New technologies and innovation	Works	01/10/2018	31/03/2022	22%	1,065,288	5,326,441
Road	2017-FR-TM-0112-W	Seven Europe Network	Ongoing	New technologies and innovation	Works	01/06/2018	31/12/2021	100%	4,345,848	21,729,240
Road	2017-IT-TM-0106-W	CRE8: Creating the station of the future	Ongoing	New technologies and innovation	Works	12/04/2018	31/12/2022	42%	1,282,830	6,414,148
Road	2017-IT-TM-0110-W	AMBRA-E lectrifify Europe	Ongoing	New technologies and innovation	Works	01/09/2018	31/12/2022	23%	3,254,715	16,273,576
Road	2017-IT-TM-0113-W	Snam 4 Mobility - retail LNG network development	Ongoing	New technologies and innovation	Works	12/04/2018	31/12/2023	29%	397,856	2,007,347

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Road	2018-ES-TM-0060-W	Safe and Secure Parking Areas for Heavy-Duty Vehicles in Spanish Petrol Service Stations	Ongoing	Safe and secure infrastructure	Works	01/11/2018	31/12/2022	50%	247,440	1,237,201
Road	2018-EU-TM-0019-S	Saving lives assessing and improving TEN-t road networks safety	Ongoing	Safe and secure infrastructure	Studies	01/04/2019	31/03/2021	50%	467,643	935,285
Road Total									163,435,838	457,219,051

Neither the European Commission nor any person acting on behalf of the Commission is responsible for the use that might be made of the following information.

© European Union, 2020

Reuse is authorised provided the source is acknowledged. The reuse policy of European Commission documents is regulated by Decision 2011/833/EU (OJ L 330, 14.12.2011, p.39).

For any use or reproduction of photos or other material that is not under the EU copyright, permission must be sought directly from the copyright holders.

Pdf: EF-02-20-572-EN-N - ISBN: 978-92-9208-094-5 - DOI: 10.2840/956130