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Commission



CEF support to

Atlantic Corridor

May 2020

*Innovation
and Networks
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Atlantic

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1. Introduction

Towards the second part of the CEF Programme, INEA presents in this report the main achievements of CEF-funded Actions (2014-2018 calls) and their contributions to the implementation of the Atlantic Core Network Corridor, with a special attention to the European Coordinator's Work Plan.

The Atlantic Corridor connects Europe's South Western regions towards the centre of the EU linking the Iberian Peninsula's from the ports of Algeciras, Sines, Lisbon, Leixões and Bilbao, Western France to Paris and Normandy and further to the East to Strasbourg and Mannerheim. The corridor provides both inland and maritime connections between the Iberian Peninsula with France and Germany, crossing regions, which contribute for the 12% of the EU Gross Domestic Product.

The length of the Corridor accounts for more than 7,800 km of Core rail network, more than 4,400 km of Core road sections. It includes 8 Core ports, 7 Core airports, 10 Core Rail Road Terminals, 6 inland ports and 7 Core urban nodes. The corridor has an outstanding maritime dimension with a parallel connection of the inland modes as well as with seaports, ensuring thus the access to world trade routes. Furthermore, there are five core network branches, which provide connectivity between the Corridor and the Atlantic coastlines (Nantes–Saint Nazaire and North West Spain–Gijón/A Coruña), Inner Portugal (Douro), the Atlantic Ocean with worldwide routes (Canary Islands) and complements the Inland Waterways Network (Seine branch South of Paris). These branches are not part of this report.

Since the adoption of the first Work Plan in 2014, the coordinator Mr Secchi has defined the main priority areas towards establishing a technically compliant and operationally efficient multi-modal transport corridor by 2030. In this context, three main priorities were defined. First, advancing with interoperability in the railway sector because the difference in gauges between the Iberian Peninsula and the remaining EU network, the missing link and other technical issues (such as signalling systems, train length etc.) are hampering the development of cross border rail traffic. Secondly, enhancing multimodality, crucial to re-balance the corridor's modal split. Thirdly, exploiting the external dimension because the corridor may improve the logistic chain to/from the EU in the global framework, thanks to its geographical location along worldwide maritime routes. These priorities are still valid today and the CEF programme continues actively to support stakeholders to work towards achieving them.

Furthermore, the fourth work plan addresses two crosscutting elements of growing importance, which will drive the completion of the corridor in the next decade. First, the environmental sustainability of all transport modes. With the adoption of the green deal, the European Commission confirmed that fighting climate change is now and will be at the heart of its political agenda for the next years. Secondly, the digitalisation of traffic flows is playing and will play more and more a major role by increasing the operational efficiency, ensuring a better exploitation of the capacity of both infrastructure and vehicles and making therefore transport systems smoother and more efficient across the corridor. CEF programme has already started to address these new elements both as part of the infrastructure deployed as well as a standing alone priorities in the call for proposals, but the magnitude is expected to grow in the future.

In the corridor workplan, the Atlantic Project List 2019 includes 362 projects for a total estimated amount of €48.3 billion. Most of the investments will be carried out between 2026 and 2030. CEF represents a fraction of it, with 90 co-funded Actions selected through the 2014-2018 CEF Transport calls for proposals, for €1.33 billion of EU support leveraging €3.3 billion of investments along the Corridor. This amount includes also €478.4 million originating from the cohesion fund in Portugal. The large majority of the Actions is currently ongoing. The largest share of funding is allocated to rail (more than €1.07 billion,

i.e. 81%), followed by inland waterways (€119.6 million), road (€71.9 million) and maritime transport (€61.2 million).

In particular, the rail portfolio contains 12 major ongoing interventions in Germany France, Spain and Portugal and addresses, as outlined in the Work Plan, the completion of missing links, the removal of bottlenecks and the improvement of cross border sections, multimodality for both freight and passengers, and railway interoperability. Fully interoperable and integrated Rail-Road terminals will also play a crucial role in the development of the corridor. Furthermore, it includes also the deployment of ERTMS and the development of the railway freight corridor.

The maritime portfolio (including Motorways of the Sea) and inland waterways are also important for this Corridor. Hinterland connections, accessibility and development of logistic platforms and more in general of multimodal transport, are among the priorities in the Work Plan. Finally, the road portfolio addresses also the completion of the last remaining missing link Fuentes de Oñoro – Villar Formoso (cross border section between Spain and Portugal) and the availability of alternative fuels.

2. Action portfolio: State of play¹

CEF Transport has so far funded grants worth €21.1 billion with a total investment in the European economy of €45 billion. The current portfolio of Actions in the Atlantic corridor comprises 90 grant agreements allocating €1.3 billion of actual CEF Transport Funding (corresponding to 11% of total number of CEF Transport Actions and 6% of total actual CEF Transport funding). So far, three grant agreements have been terminated and 14 have been closed.

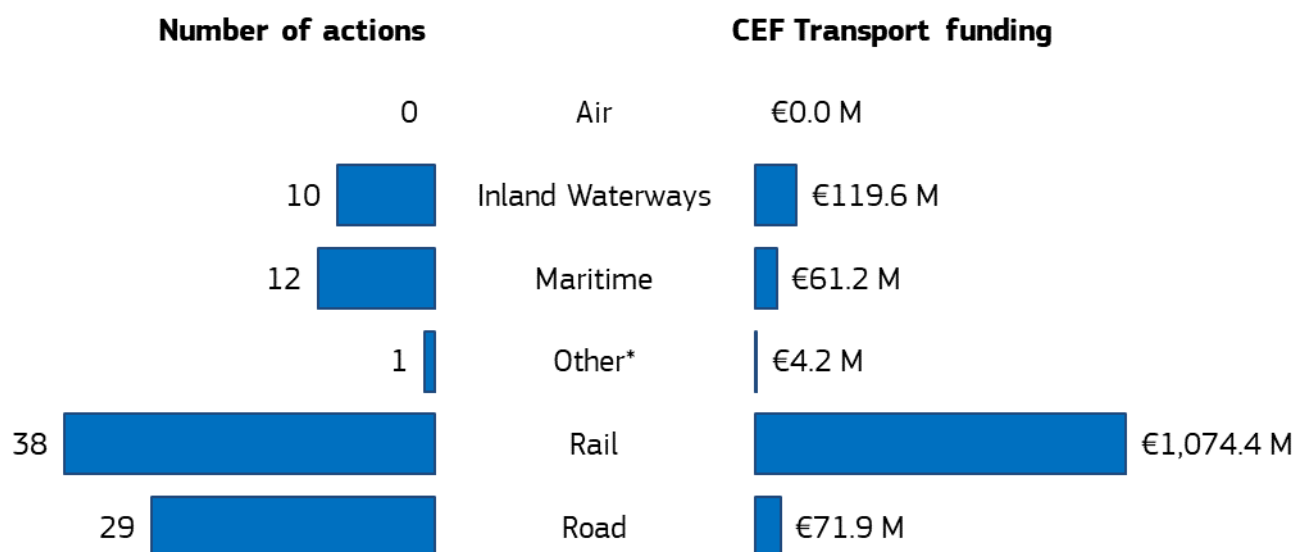
2.1. Operational Implementation

For the Atlantic Corridor, 81% of the actual CEF transport funding supports "hard" infrastructure projects along the Corridor. The remaining 19% support other priorities such as, information systems and innovation. Due to its location, most of the funding for the Atlantic portfolio is coming from the General envelope (64%). 76% of the actual CEF Transport funding is linked with Actions that include both a study and a work phase. Most of the funding in this Corridor is allocated to sections on the Core TEN-T network (€1.23 billion), while Nodes receive €105 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 actual funding (83%). No Action is funded in the Air Sector.

¹ As of May 2020.

Figure 1: Statistics by transport mode



**Digitalisation of multimodal transport*

2.1.1. Inland Waterways

The inland waterway portfolio in the Atlantic Corridor addresses the priority of enhancing multimodality while contributing also to increase the sustainability as well as the digitalization. It includes 10 Actions, receiving €119.6 million in CEF Transport funding. Half of these Actions are located along the Seine axis, four in the Rein. Furthermore, there is also one Action concerning the Douro. Works related IWW Actions are displayed on the map “CEF funded Inland Waterways and Road Actions”.

On the Seine axis, CEF funded actions will improve the section Le Havre-Paris of the Seine and the link to the Seine-Escaut canal in the North of Paris (common with the North-Sea Mediterranean Corridor) as well as the core ports of Le Havre, Rouen and Paris.

Concerning the inland waterway infrastructure, the overall objective is to upgrade and develop the lower Seine navigable waterways. The studies and works will improve the reliability of service and management of the surface curve through the refurbishing of navigation structures (locks and dams). Since 2016, works have already been carried out along the Lower Seine route. For example, the lock at Bougival was renovated. In addition, other major operations such as the renovation and the lengthening of Méricourt locks are on-going. In Méricourt, the planning is in its final phase and works are expected to be launched in the second half of 2020.

Furthermore, CEF is supporting the development of ports. In Le Havre, studies are advancing to ensure direct access to all river units from the inland waterway to the Port 2000 terminal. This will allow the start of the works for the construction of the seawall and the dredging of channel before the end of 2021. In Rouen, the works to ensure the access of bigger vessels to port are successfully concluded. They concerned the dredging on the sections of the navigation channel between Rouen and Courval, the construction of a backup emergency berth and the dredging in the port of areas. Finally, the studies to prepare the future works for two new ports on the lower Seine, the port Seine Metropole Ouest and the Eco-port des 2 Rives de Seine have progressed, although at a different speed. When completed, these ports will allow for developing alternative transport means and introduce sustainable logistics with the overall objective of enhancing multimodality.



*Copyright: Grand Port Maritime de Rouen
The back-up emergency berth in Radicate (Rouen)*

On the Rein, four Actions target the improvement of inland ports. In Mannheim, through actions selected under innovation and River information services CEF supports both the deployment of small scale LNG as clean fuel solution for inland navigation and the digitalisation of river flow traffic. In the port of Strasbourg, the construction of the new multimodal terminal in Lauterbourg has been successfully completed. The new terminal provides a trimodal installation including rail tracks, an embankment and materials' handling equipment.

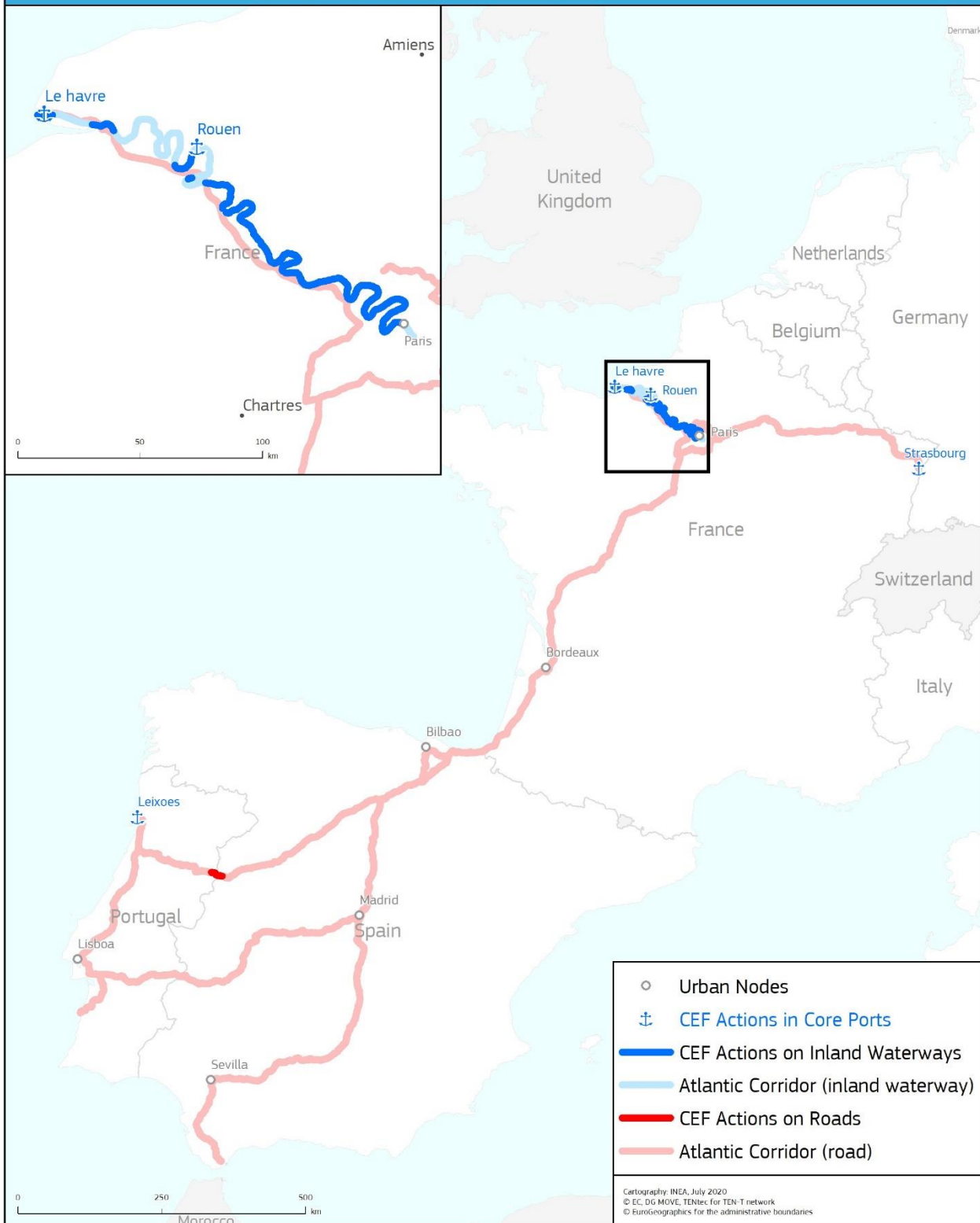


*Copyright: New vision – Port de Strasbourg
The multimodal terminal in Lauterbourg*

Finally, the studies for the development of navigation and the riverbed conditions on the Douro River are completed. They aimed to improve Leixões port accessibility, to implement supporting infrastructure, to introduce environmental friendly energy and to improve both ICT applications and communication equipment. They also addressed training and preparation as well as the necessary tools for emergencies. In the long run, the results of these will be the basis to prepare for works which may be carried out when the Douro river will be part of the new alignment of the Atlantic Corridor.

ATLANTIC CORE NETWORK CORRIDOR

CEF funded Inland Waterway and Road Actions (excluding RIS, ITS and Innovation)



2.1.2. Maritime

The maritime portfolio of the Atlantic Corridor contributes to enhancing multimodality and exploiting the external dimension of the Corridor. It increases also the environmental sustainability and promotes the digitalization of transport operations. The portfolio is composed of 12 Actions, receiving €61.2 million in CEF Transport funding. Maritime Actions involving works are displayed in the map "CEF funded Rail and Maritime Actions".

The Atlantic corridor has an outstanding maritime dimension, which CEF support contributes to strengthen. All eight maritime Core ports made or are still making use of CEF funds to support through studies or works different investments.

As mentioned in the IWW section of the report waterborne access has been strengthened in Rouen and is being improved Le Havre. Furthermore, works targeting both maritime and fluvial accessibility to the port of Bordeaux have been also been completed, alleviating a bottleneck for the port. The physical intervention targeted the upstream and downstream of the Gironde estuary and Verdon terminal. To complement this investment, a soft intervention was also carried out to deploy an IT system providing exact accurate, real-time information on navigation conditions. Altogether, this Action allowed for the transit of larger vessels and maintaining the port in good operational conditions.



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Improving the waterborne access to the Port of Bordeaux

In Leixões, preparatory activities for improving the maritime accessibility are ongoing. The intervention encompasses the deepening of the entry channel and the outer section of the port as well as the rotation basin. Works are set to take place in the period 2021-2022, enabling the port to accommodate bigger vessels, as part of the plan for the construction of a new container terminal.

CEF supports also the expansion of port capacity in the core port of Bilbao. Works on the Central quay for increasing the capacity at the seaside are being finalised. A new part of the quay has been built, another has been extended, together with an additional area dedicated to cargo handling. This investment will enable accommodate higher cargo freight flows, raising also the overall efficiency of the port. Furthermore, the improvement of operations and handling capacity of Ro-Ro services were also supported.



*Copyright: INEA
Port Capacity expansion in Bilbao*

CEF contributed also to develop logistic platforms. In Leixões, studies and part of works on one site have been completed, while in Lisbon preliminary studies for the development of the multimodal platform have also progressed although at a slower pace.

As indicated in the Work Plans, seaports of the Atlantic Corridor are in general compliant to the technical parameters established in the TEN- Regulation 1315/2013. One exception is the availability of alternative fuels. CEF contributes to tackle this issue through two Actions located on the SECA area and selected under the Motorway of the Sea funding objective. The first concerns the environmental studies for the deployment of LNG in the core port of Le Havre and Rouen, while the second addresses the development of integrated systems for cleaning gas and water and biofuel MGO blended on a vessel in operation in Le Havre. Furthermore, the Action "CORE LNGas hive" developed small scale bunkering facilities in Bilbao and in other ports, the pilot deployment of LNG-powered vessels for port-related services. It also contributed to the design of the National Policy Framework for the roll out of the infrastructure for alternative fuels on the maritime sector.

Finally, CEF is supporting also the studies and work for the deployment for the digitalisation of maritime sector, such as for instance the e freight successfully tested in Lisbon.

2.1.3. Rail

The railway portfolio of the Atlantic corridor contributes to the deployment of an efficient and more sustainable transport system, by enhancing railway interoperability by tackling two main issues:

- the completion of missing links

- compliance with TEN-T requirements such as the deployment of UIC gauge in the Iberian Peninsula, the electrification of the railway network, compliance with axle load, line speed and train length requirements and the deployment of ERTMS. The compliance to the requirements is also achieved as part of broader intervention to remove a bottleneck or to complete a missing link.

The railway portfolio consists of 38 Actions, receiving €1.07 billion in CEF Transport funding. Rail actions with works are displayed in the map "CEF funded Rail and Maritime Actions". In addition, it includes actions in core nodes aiming at improving multimodality and traffic flow management.

In the work plan, the coordinator confirmed the importance of completing the missing link between Évora and Caia, in the pre-identified cross border section Évora-Merida. In Portugal, the Programme co-funds studies and work for the completion of this missing link with grants amounting to €183.6 million for the construction of 95 km of new lines. After the completion of the preliminary design studies (co funded the by TEN-T programme) and of the detailed design studies (co-funded by CEF), the work phase started in 2019 on some stretches, such as Freixo-Alandro, Alandroal-Linha and Évora Norte-Freixo.



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Évora-Caia: Works ongoing in the stretch Freixo-Alandroal (Portugal)

On the Aveiro–Salamanca cross border section, the feasibility studies for the improvement of the "Beira Alta" line have been completed; the design studies have been finalised and reviewed. The tendering procedures for works have commenced, with the exception of the adaptation layout of Pampilhosa station (expected by September 2020). The works in the most advanced sections for New Link between the North Line and the Beira Alta Line including Pampilhosa–Santo Comba Dao section are expected to start before the end of October 2020. This Action receives the highest CEF contribution of the corridor €382.4 million. On the Southern part, on the section Sines-Elvas, preliminary and preparatory studies have been completed with a contribution of €1.1 million. The studies concern the stretches Poceirão-Bombel and

Ermidas-Grândola as part of the modernisation of the existing line on the section Sines-Ermidas-Grândola. This will pave the way for carrying out the final detail studies and later works.

In Spain, CEF intervention focuses on the cross border sections Aveiro-Salamanca, Victoria-Dax and on the core urban node of Madrid. The electrification of the conventional railway-line Medina del Campo-Salamanca-Fuentes de Oñoro is ongoing. Works have been completed on the sub-section Medina del Campo-Salamanca and are progressing on the subsection Salamanca-Fuentes de Oñoro. Their conclusion is expected by 2022. As a result, of this intervention will increase the interoperability and sustainability along 108.78 km of this line, with an estimated EU contribution of €19.6 million.



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The electrification completed in the station of Salamanca

The pre-identified Bayonne-Bergara cross-border section receives the second highest CEF contribution of the Corridor (€244.5 million). This Action is the follow up to co-funded TEN-T Actions. Works are on-going for the construction of the Mondragon-Astigarraga section of the “Y Vasca” high speed line and the upgrade of the Astigarraga-Irun section on the existing conventional line. Furthermore, studies include the upgrade of the existing Dax-Victoria cross border line, with a view of increasing the interoperability and capacity on the medium and short run. The Action will pave also the way to the completion of the new international connection through an update of the preliminary studies of the cross border link between France and Spain.



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Zizurkil–Andoain subsection: Viaduct (works ongoing)

In Madrid, CEF contributes to the implementation of the connection of the different high speed lines between Chamartín and Atocha through four Actions encompassing with a joint grant amounting to €7.9 million. Feasibility, draft and design studies for the redefinition of the railway access and related services are advancing in both stations. Part of the works have been completed, such as the deployment of the track (standard UIC gauge) and the electrification on the section Chamartín–Atocha–Torrejón de Velasco section. Jointly these Actions will contribute to remove a bottleneck for the corridor creating a direct seamless North-South connection for high speed trains with the effect to increase also the capacity of these multimodal nodes.

In France, CEF currently co-finances the improvement and modernization of existing railway lines as well as targeted intervention on certain nodes to remove technical or operational bottlenecks. Two Actions addresses the installation of permanent counter-flows on the existing line Bordeaux–Dax to increase both safety and capacity of the line. Preliminary studies were carried out in the Gazinet-Lamothe and Lamothe-Morceux subsections, while the consolidated project studies for the Morcenx-Dax subsection lead to the works, which were completed in 2019.

CEF targets also decongest the railway circulation within the node of Bordeaux. In particular, works have been carried out for improving the connection to port by restoring the Bassens-Bec ‘Ambes line, while studies are ongoing for relieving the congestion in the junction of the southern line. This line connects also to the pre identified Bordeaux-Toulouse high speed line.

Furthermore, the modernisation of the railway line Serqueux-Gisors continues to be co-funded by CEF (€ 71.0 million). The design studies have been finalized and works have progressed substantially. In particular, they concern the Serqueux railway connection, level crossing removals, modernization of signalling, concrete constructions and road adaptations as well as the electrification of the line. The Action is expected to be completed in 2021. It will allow the use of the new Serqueux-Gisors routing as

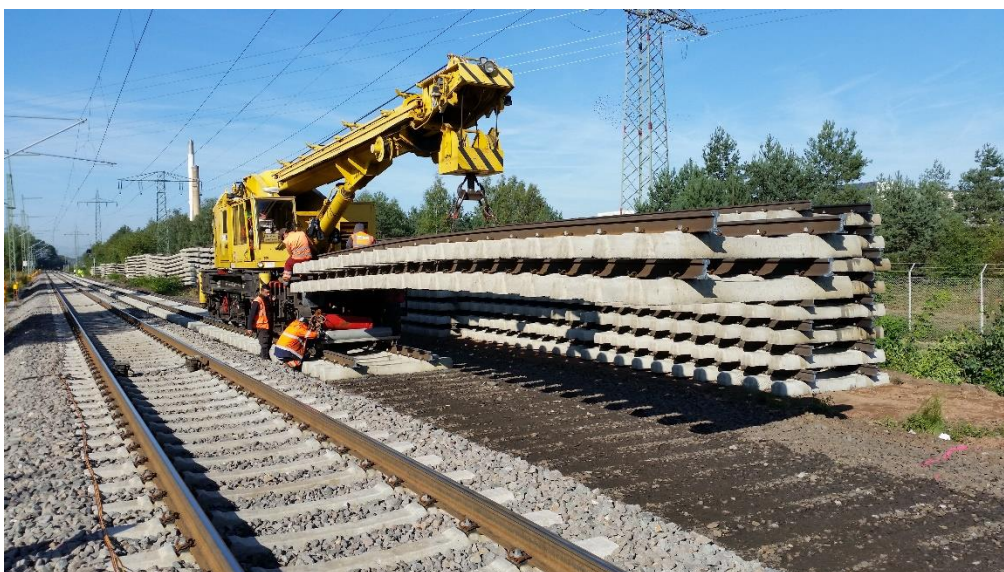
alternative to the traditional Le Havre-Rouen-Paris route, increasing the capacity for freight transport from/to Le Havre and Rouen ports.



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Works to build a road bridge at Bouchevilliers (Line Serqueux-Gisors)

In Germany, the works for modernization, upgrade and increase of the speed up to 200 km/h along the railway line Saarbrücken Ludwigshafen (POS Nord) have advanced well, with a CEF support amounting to €24.4 million. In particular, the strengthening of the surface and the renovation of superstructure and contact wires on the sections Neustadt-Böhl-Iggelheim and Limburgerhof-Ludwigshafen as well as the construction of the route section between Landstuhl and Kaiserslautern, including the remodelling of Landstuhl station have been completed.



Copyright DB Netz

Works in the Einsiedlerhof; subsection Landstuhl - Kaiserslautern (Railway line Saarbrücken Ludwigshafen)

Several CEF co-funded actions are tackling interoperability with the UIC gauge on the Iberian Peninsula, through different technical solutions: the deployment of polyvalent sleepers (the solution adopted in CEF related Portuguese Actions as well as in the cross border sections Évora-Caia and Bayonne-Bergara), the deployment of UIC gauges (such as the Chamartín–Atocha in Spain) or the deployment of the third railway line. A total of 282 km of railway lines will be adapted to the UIC standard gauge under CEF reducing one of the major barriers in the Iberian Peninsula for seamless rail transport.



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Upgrading of existing line to ensure interoperability and compliance to UIC Gauge: Polivalent sleepers installed in the Section Astigarraga – Irun (Spain)

ERTMS is being implemented along the corridor in different sections for a total amount of €21.9 million and 365 km. The major part (185 metres) concerns first deployment of ERTMS. An additional 180 km of already ERTMS equipped lines will be upgraded. Four Actions deploys ERTMS: baseline 2 level 3 in the Section of the network Madrid- Valladolid, Valladolid-Burgos, and the German cross border Sections (Ludwigshafen (Rhine)–Mannheim) of the Corridor.

In the railway portfolio, several Actions are improving multimodality both on nodes and along railway lines for passengers and freight.

In particular, in the Core urban node of Paris, CEF supports studies for the development of fast railways lines metro lines, serving the whole region and promoting the connection with core airports. These developments will improve existing services, connectivity, reduce travelling times and release the congestion. More specifically, the adaptation of existing metro services is being studied. Preliminary design studies of the 4 lines included as part of the Grand Paris Express have been successfully finalised, paving the way for detailed design studies which will then be used to tender works. Furthermore, the adaptation of existing metro services (metro line 14) is being studied to better serve the 'first/last-mile' needs of long distance customers to elaborate recommendations for specific innovative services and facilities.

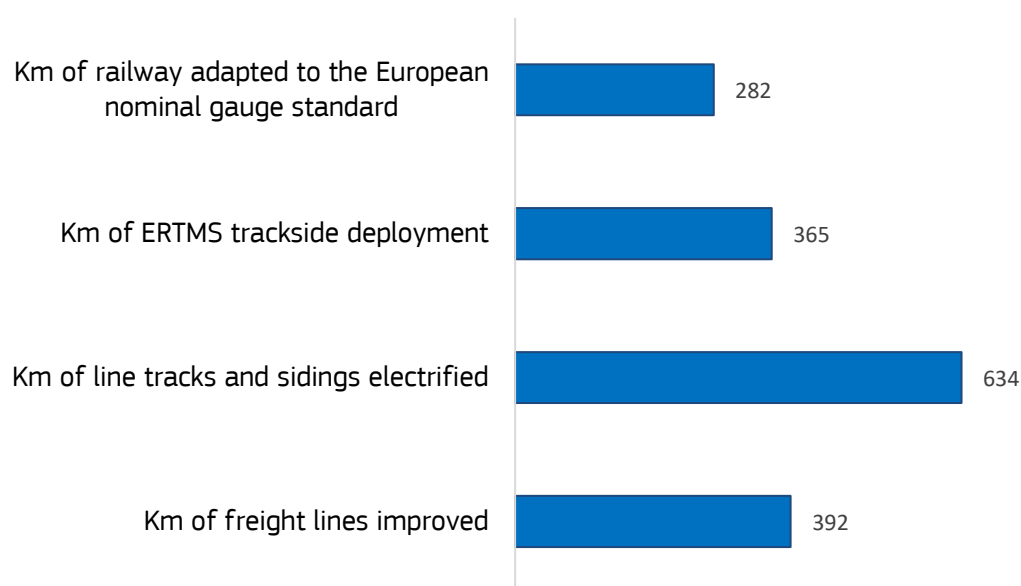
Concerning freight transport, multimodality is being enhanced also through the development of railroad terminals. Preliminary and detailed studies in the freight terminal of Vicálvaro have been completed for the railway components. The works are going to restore existing railway tracks (Iberian gauge) and build 4 new tracks of 740 meters length adapted to European standard. There are also ongoing studying for a new access from the motorway. The support to the implementation of the comprehensive railroad terminal in Badajoz is continuing. Design studies have been finalised, while works for the development of the logistics platform (stage 1) were almost completed. The intervention for the development of the intermodal terminal and rail link as well as the connection to the road network have started. With reduced net land for setting up logistics and industrial facilities, works are expected to end by 2020. In Algeciras, design studies are ongoing and work expected to start in 2021 to build the missing railway connection to a freight terminal in the port. In France, engineering studies made a few progress towards the work stage for the new facility in the railroad terminal in Rungis (Paris). This terminal will serve mostly a rolling motorway of the Mediterranean corridor.

Two ongoing Actions targets the development of rolling motorways between France and Spain in a similar manner as the motorway in the Mediterranean Corridor. On the Spanish side, studies are addressing the technical limitations on gauge and other elements along the sections Palencia-Madrid and Madrid Badajoz. Design studies are ongoing on the section Astigarraga-Irun for the gauge adaptations and in Victoria/Jundiz Rail Road terminal for the technical requirement adaptation. On the French side the study on the gauge and other technical requirements are slowly advancing between Poitiers and the Cross Border point Hendaye/Irun. They are expected to be finalised by end of 2022.

Furthermore, CEF continues to support the activities of the Atlantic Rail Freight Corridor such as building a better coordination among infrastructure managers (for instance the publication of the calendar of works) as well as improving the train information systems with new functions and capabilities to ensure a smoother, seamless cross border traffic along the corridor.

As a result of CEF Transport funding in Rail Actions, a number of Km of railway lines in the 4 Member States is expected to be improved, in detail:

Figure 2: Improved railway lines (number of km)



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CEF funded Rail and Maritime Actions (excluding ERTMS)



2.1.4. Road

The road portfolio of the Atlantic Corridor contributes to three objectives: i) completing the infrastructure, ii) making this mode safer and deploying Intelligent Transport Systems, iii) deploying alternative fuels stations. It is composed of 29 Actions, receiving €71.9 million in CEF Transport funding. It includes infrastructure works (one Action), and 22 Actions related to promote a safer, more efficient and greener road transport. The sole Action with infrastructure works is displayed in the map "CEF funded Inland Waterways and Road Actions".

The road infrastructure of the Atlantic Corridor is of high quality motorway or expressway for almost its entirety. The only exception is the cross-border stretch Villar Formoso-Fuentes de Oñoro on the Portuguese-Spanish Border. CEF Programme is contributing to build this missing link by co-funding the construction of 8.50 km of motorway on both side of the borders including interconnections with the existing roads network and the complementary infrastructures such as flyovers, tunnels and bridges. Works are completed on the Spanish side, while on the Portuguese side they are expected to be finalized by the end of the 2020.



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Upgrade of the cross border section Villar Formoso-Fuentes de Oñoro. Works on the Portuguese side- overpass construction.

As regards safety of road infrastructure, the CEF supports targeted interventions to improve the level of the overall network. This is the case for instance of the removal of level crossing on railways lines (such as along the Serqueux Gisors line or near Bordeaux). Furthermore, two Actions are targeting the deployment of 17 safety and secure parking in Spain to create 538 spots available. Six resting areas are already operational. In Portugal, CEF is also supporting road safety related interventions to improve existing infrastructures, paving the way for the autonomous driving. Concretely, studies are ongoing to define the most appropriate measure and targeted works will be carried out on the key elements of the infrastructure such as markings, road sign and signals, safety of crossroads, junctions and roundabout. The first interventions have already started (1,717 signs updated and barriers on high bridges improved).

This will also support the compliance to with requirement directives 2009/96/EC on safety of road infrastructure.

The availability of alternative fuels infrastructure along the Corridor is progressively increasing. However, as underlined in the Corridor Report, it is an area on which the KPIs are still not satisfactory. 14 Actions are supporting this deployment, contributing also to the implementation of the respective National Action Plans in the framework of the EU Directive 2014/94/EU. All alternative fuels for road transport are being deployed: Liquid Petroleum Gas (LPG), Liquefied and Compressed Natural Gas (L-CNG), electricity and hydrogen.

In this area, the Actions funded under the first CEF calls were “*studies with pilot*”, where beneficiaries intends to define profitable business models for mature technological solutions to be tested on a real life trial. The latest calls support “works” related to the roll out of the infrastructure. This reflects the reality of markets becoming more and more mature. These Actions are usually implemented mainly or exclusively by private beneficiaries. Private capitals (own beneficiary capital, loan...) are therefore combined with EU grants in all calls.

In the Iberian Peninsula, two actions deployed 33 LPG station complementing the existing network of LPGs. CEF is supporting also the availability of Liquid and Compressed Natural Gas (L-CNG). Five of these Actions aim at deploying L-CNG stations serving both heavy duties and light vehicles along the corridor, with a higher density on the Spanish and French sections. This allows already now the heavy-duty vehicles to make long distance travels: along the corridor, there are already 17 stations² in operation deployed by CEF, mostly in the Iberian Peninsula.



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The L-CNG station in Tours

²Station encompasses LNG, L-CNG and CNG with hydrogen.

Electro-mobility is also supported by the CEF programme along the corridor through 9 CEF Actions including one from the cohesion envelop. At the beginning of the programme, electro mobility Actions concerned semi fast and fast chargers, often in proximity of or within urban nodes to serve both local and long distance travels. Subsequently Actions targeted also the deployment of ultrafast chargers across the corridor aiming both at completing the offer and at densifying the network. All stations are publicly accessible, interoperable and open around the clock.



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Charging operations in Alcalá de Henares

CEF co-financing is targeting also the initial stages of hydrogen deployment. In Normandy Region, a grant scheme has been implemented, creating a network of 9 Hydrogen Refuelling Stations (HRS) along the core and the comprehensive network. Part of these stations, located in proximity of core nodes enable to travel from Paris to Le Havre and soon to Cherbourg with fuel cell vehicles. Furthermore, there are also 16 HRSs will be deployed in the Core Urban network of Paris by end of 2022.



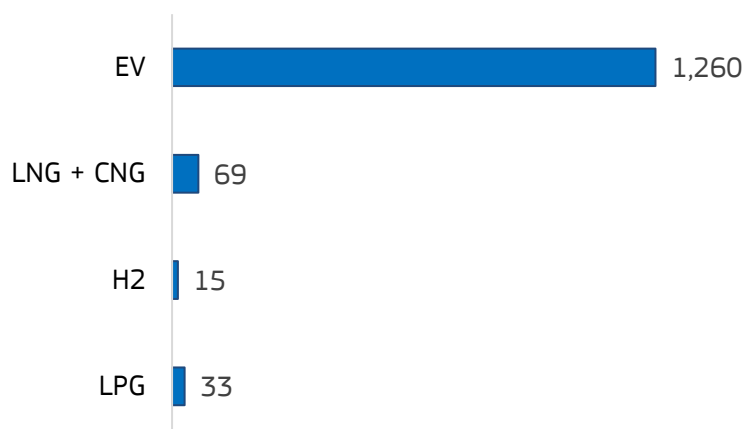
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The hydrogen refuelling station in Rouen

Finally in the area of digitalisation, in Madrid CEF has supported a study that included a pilot deployment of multimodal information systems and services to improve multimodal public transport and increase the utilization of existing capacity.

As a result of CEF Transport funding in Road actions:

- 538 parking spots are expected to be built or improved in 17 parking areas in Spain
- 1,376 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



In the field of ITS, CEF focuses on the implementation of the priority actions of EU Directive 2010/40/EU and its delegated regulations. CEF funding in this field acts as catalyst for the development of the corridor. ITS services have a proven impact on efficiency and safety on the corridor network. The ITS services are harmonised, interoperable and deployed at Corridor level, so that the European driver can travel seamlessly across several Member States.

Arc Atlantic ITS Corridor (phase 2 and 3), for a total corridor funding share of €13.9 million, targets the implementation of the priority Actions of EU Directive 2010/40/EU and its delegated regulations. It aims inter alia to deploy ITS that impact directly passengers and goods transport on over 29,000 km of the North Sea-Mediterranean and Atlantic Corridors. This objective will be met through the installation of the necessary ITS equipment and infrastructure on these Corridors in order to provide new or upgraded harmonised Traffic Management and Traffic Information Services.

2.1.5. Other modes of transport

The Atlantic Corridor portfolio includes also an Action on digitalisation that does not fit in any of the previous transport modes. This Action target the development and deployment develop a multimodal ticketing system to enable any traveller to choose and use the best transport mode available. This system is under IT development and will be accessible in an integrated manner to anyone travelling throughout the Lisbon Metropolitan Area by the end of 2021. CEF contribution amounts to €4.2 million.

2.2. Financial Progress

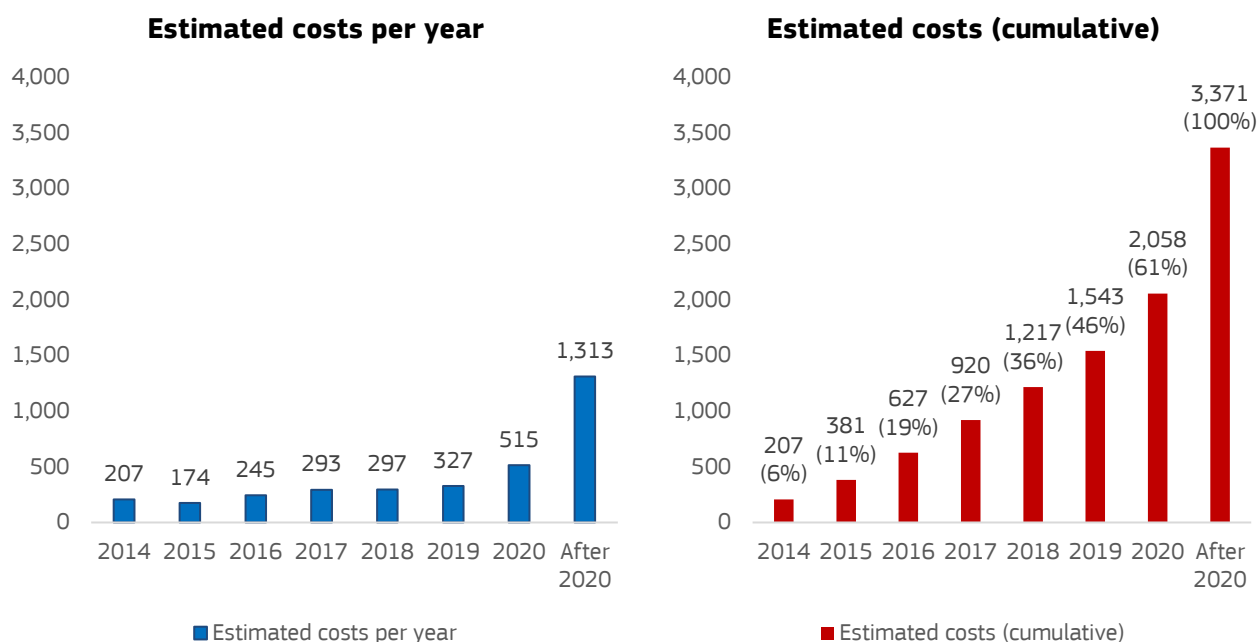
CEF Transport funding for actions in the Atlantic Corridor was initially³ €1.65 billion, corresponding to €4.15 billion in eligible costs. Following amendments and closures, the funding going to this Corridor is €1.33 billion, corresponding to €3.3 billion in eligible costs. It is important to note that the major part of the reductions is re-injected in the 2019 CEF Transport calls.

When taking into account the latest information available⁴, the costs necessary to implement CEF Transport Actions are estimated at €3.37 billion. The below figure gives an overview of the respective financial progress (in terms of estimated eligible costs) of the overall Corridor portfolio. By the end of 2019 the financial progress reached was 46%.

³ i.e. grant agreement signature stage

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

Figure 4: Estimated budget implementation (€ million)



Whilst the above financial progress charts is based on cost estimates provided by the beneficiaries (updated annually in Action status reports), the budgetary absorption of the allocated funding can also be analysed by assessing the payments made and interim/final costs claims processed. In fact, out of the €1.33 billion of CEF Transport funding:

- 38% or €505.7 million has already been paid (including pre-financing)
- 28% or €372 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 still linked to governance questions and to 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.

Complexity and length of permit, authorisation and administrative procedures are still an issue for beneficiaries. For instance, in almost all Member States, public consultations have led to delays due to the sensitiveness of the foreseen works on environment or on the effects on local communities. Permitting issues have also slowed down the implementation of a number of Actions. In certain cases, due to the delays, implementation authorities requested updates of studies carried out previously.

Nevertheless, certain areas showed progress towards the simplification of some requirements, such as in Spain with the changes in the regulatory framework of energy. This reduced the procedures and the steps accelerating the deployment of charging points for electric vehicles. However, despite the positive evolution authorization for the grid connection remains a sensitive area for beneficiaries.

During design stages, quality is a critical factor: a design non-compliant to the standards has negative impact on the overall timeline of infrastructure projects as well as adverse budgetary implications. This forces beneficiaries to carry out extensive revisions and modifications to the design, delaying subsequent steps such as the procurement procedures for the selection of the contractors and the beginning of works. For instance, in Portugal beneficiaries had to deal with low quality design and lack of specialised contractors available and were forced to carryout revisions, which delayed the launch of procurement procedures.

Public procurement is often a complex and time-consuming process. For instance in Portugal, public procurement processes are assessed by the Court of Auditors before the final award. While improving the reliability on the correctness of the whole procedure, this additional step increases also the complexity and the duration of this process.

Furthermore, during execution of the awarded contracts, the management and the relation with contractors and subcontractors is a critical factor. Disagreement with contractors may lead to delay or to the suspension of works, negatively affecting the timely implementation of the actions. Relations between main contractors and subcontractors proved to be an additional challenge with negative implications such as temporary stops of the works or cost overrun. This has happened for instance in Spain where works were suspended due to litigations between main contractors and subcontractors thus affecting negatively the implementation of Action.

The planning of the works is also a challenge. When applying for CEF funds, beneficiaries commit to implement an Action according to a timeline that they define themselves in the application form. Extensions to the initial planning are possible but are limited. Often, important delays in the initial phase of the Action put an extreme pressure on the timing of the work phase. Beneficiaries may wish to concentrate the execution of large works in a limited period of time. This is a clear risk. In such circumstances, any additional delay will lead to losing part of the CEF grant.

Finally, changes on the priorities established at national level may also impact the implementation of Actions and have effects in neighbouring Member States. The French *“Loi d’Orientation des Mobilités”* postponed the implementation of the high speed line Bordeaux-Dax-Hendaye/Irun to 2037. It had also an important impact on the scope and on the timeline of several infrastructure projects. For instance, it accelerated the important intervention on conventional lines in operation between Bordeaux and Dax, but lead to a revision on the planning and on the investment needs for the cross border connection with Spain.

4. Conclusion and Outlook

The implementation of CEF Actions is advancing at a steady pace in spite of the challenges and obstacles described above. Among the 90 Actions of the Atlantic Corridor, several have started delivering their results, 14 are already closed and 3 terminated. Furthermore, 27 are expected to be completed in 2020.

The progress across the modes of transport is rather balanced. A number of large infrastructure Actions such as constructions in railways or ports will be completed between 2021 and 2023, they are often part of a larger project due to be completed in the next financial perspective period.

The financial progress on the Atlantic Corridor confirms the above technical progress: out of the €3.37 billion costs, some €2 billion were incurred by the end of 2019. A peak of €1.15 billion is expected for the biennium 2021-2022, decreasing towards only €155.45 million expected in 2023.

Nevertheless, some Actions have still a considerable budget to be spent in a near future and beneficiaries are expected to draw and update realistic plans to ensure that their Actions can achieve the objectives laid down in the grant agreements, ensuring therefore the maximum budgetary consumption.

The implementation of CEF-funded Actions continues to serve the development of the Atlantic Corridor, in line with the objectives and priority areas defined by the European Coordinator, Carlo Secchi, in the latest Work Plan CEF Actions address several bottlenecks of the corridor.

With regard to the implementation of the rail core network along the Atlantic Corridor, ongoing CEF Actions continue to tackle critical issues and priorities such as the lack of interoperability of the rail network, the completion of the missing link between Évora and Caia and the improvement of hinterland connections of ports. Multimodality, sustainability of transport and digitalisation of operations are being improved through the investments on inland waterways and maritime ports. Along the core road network components, CEF funded Actions address mainly two objectives: the decarbonisation of transport through the deployment of alternative fuels and the deployment of smart transport systems such as ITS.

Nevertheless, to complete the implementation by 2030 of the Atlantic Corridor, the fourth Corridor Work Plan identified some 331 infrastructure projects proposed by the Member States, with an investment need of around €54.9 billion. This is a major and long-term investment perspective, where the Connecting Europe Facility remains only one of the EU instruments established to financially support the Member States in implementing these Corridors.

With the last Calls of this programming period, the remaining CEF budget will be awarded to the most mature Actions. This will in particular pave the way towards a pipeline of projects for the next programming period including also the new alignment of the corridor, which will start to be applicable from the beginning 2021.

In conclusion, CEF funded Actions have already provided a significant contribution to the implementation of the Atlantic Corridor in line with the latest Work Plan and further progress is expected in the future. INEA will continue making implementation happen, monitoring the progress of programme implementation to assist beneficiaries in close cooperation with the Atlantic Corridor Coordinator and the Member States.

5. Statistical Annex

CEF Transport funding in the Atlantic Corridor: €1.33 billion	
Corridor funding per priority € million	Corridor funding per type € million
Pre-identified projects on the Core Network corridors 1,029 Other sections of the Core Network 76 New technologies and innovation 58 Multimodal logistics platforms 50 Nodes of the Core Network 47 Freight Transport Services 16 Intelligent Transport Services for road (ITS) 12 European Rail Traffic Management System (ERTMS) 11 Projects on the Core and Comprehensive Networks 11 Motorways of the Sea (MoS) 10 Safe and secure infrastructure 9 Rail interoperability 3 River Information Services (RIS) 0.07	Mixed 1,010 Works 222 Studies 100
Corridor funding per envelope - € million	
	General 853 Cohesion 478
CEF Transport funding in Nodes: €105 million	CEF Transport funding in Sections: €1.23 billion
Corridor funding per TOP 5 Nodes € million	Corridor funding per Mode of Section € million
Maritime Ports (Bilbao) 26.1 Maritime Ports (Leixoes) 20.6 Rail-Road Terminals/Platforms (Paris) 15.4 Inland Ports (Leixoes) 8.6 Maritime Ports (Rouen) 6.3	Rail Sections 1,047.5 Inland Waterways Sections 102.2 Road Sections 71.9 Other 4.2

6. List of actions on the Atlantic Corridor

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Inland Waterways	2014-EU-TM-0210-S	Pilot implementation of an Upper Rhine traffic management platform	Closed	New technologies and innovation	Studies	01/07/2014	30/06/2018	35%	347,375	694,750
Inland Waterways	2014-EU-TM-0373-M	Seine-Escaut 2020	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	01/01/2014	31/12/2022	9%	48,576,262	111,962,472
Inland Waterways	2014-FR-TM-0260-W	New Multimodal Terminal of the Port of Strasbourg / Lauterbourg site	Closed	Multimodal logistics platforms	Works	01/04/2015	31/07/2018	100%	1,995,277	9,976,385
Inland Waterways	2014-FR-TM-0323-W	Improvement of vessel access to the Port of Rouen dredging from Courval to Rouen, creation of an emergency backup berth, port infrastructure adaptation	Ongoing	Pre-identified projects on the other sections of the Core Network	Works	02/01/2015	26/03/2019	100%	30,480,000	76,200,000
Inland Waterways	2014-FR-TM-0367-S	Studies of river access to Port 2000	Closed	Pre-identified projects on the Core Network corridors	Studies	05/01/2015	14/05/2018	100%	888,185	1,776,370
Inland Waterways	2015-DE-TM-0376-M	LNG for shipping and logistics in Europe	Ongoing	New technologies and innovation	Studies	01/03/2016	31/12/2020	50%	2,028,000	4,056,000

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Inland Waterways	2015-FR-TM-0129-S	Studies to establish two ports on the Seine downstream from Paris-Port Seine Métropole Ouest and l'Eco-port des 2 Rives de Seine	Ongoing	Nodes of the Core Network	Studies	16/02/2016	31/12/2020	100%	1,704,500	3,409,000
Inland Waterways	2015-PT-TM-0319-S	Douro's Inland Waterway 2020 – Safer and Sustainable Accessibility	Ongoing	Pre-identified projects on the other sections of the Core Network	Studies	01/03/2016	31/12/2019	100%	8,575,225	10,088,500
Inland Waterways	2018-EU-TM-0020-S	Masterplan Digitalisation of Inland Waterways	Ongoing	River Information Services (RIS)	Studies	01/07/2019	02/12/2022	5%	73,000	146,000
Inland Waterways	2018-FR-TM-0041-W	Completion of Port 2000 terminals : Works for improvement of river access to Port 2000	Ongoing	Multimodal logistics platforms	Works	01/04/2019	30/11/2023	100%	24,900,000	124,500,000
Inland Waterways Total									119,567,824	342,809,477
Maritime	2014-ES-TM-0433-W	FUTURE PROOFING BILBAO – CORE PORT OF THE ATLANTIC CORRIDOR	Ongoing	Pre-identified projects on the other sections of the Core Network	Works	01/01/2015	31/12/2019	100%	23,248,284	116,241,420
Maritime	2014-EU-TM-0487-M	Biscay Line - Multiple port Finland-Estonia-Belgium-Spain long distance MoS, relevant to many core network corridors	Closed	Motorways of the Sea (MoS)	Mixed	01/01/2014	31/12/2016	54%	2,339,130	7,797,100
Maritime	2014-EU-TM-0671-S	Atlantic Interoperable Services (ATLANTIS)	Closed	Motorways of the Sea (MoS)	Studies	01/01/2014	30/04/2017	36%	464,826	929,652
Maritime	2014-EU-TM-0686-S	e-Freight Implementation	Closed	New technologies	Studies	01/07/2015	30/06/2018	35%	557,021	1,114,041

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
		Action (e-Impact)		and innovation						
Maritime	2014-EU-TM-0723-M	Study and deployment of integrated gas & water cleaning system and biofuel-MGO blend for the upgrade of the Atlantic corridor	Closed	Motorways of the Sea (MoS)	Mixed	01/03/2015	20/12/2017	33%	1,051,875	2,173,050
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	3%	499,436	998,873
Maritime	2014-FR-TM-0007-M	GIRONDE XL - Dredging and innovative navigation	Ongoing	Pre-identified projects on the other sections of the Core Network	Mixed	01/01/2015	31/12/2019	100%	3,120,000	15,600,000
Maritime	2014-PT-TM-0601-M	Multimodal Logistics Platform of the Port of Leixões (Phase 2)	Ongoing	Multimodal logistics platforms	Mixed	01/01/2014	31/12/2019	100%	2,651,104	20,750,209
Maritime	2014-PT-TM-0666-S	Designing the Port of Lisbon's Multimodal Platform as a key tool for the effective integration into the multimodal Atlantic Core Network Corridor	Ongoing	Multimodal logistics platforms	Studies	01/04/2014	31/03/2020	100%	2,746,478	5,492,955
Maritime	2015-EU-TM-0307-M	S/F Samuel LNG for a blue Atlantic Arch	Ongoing	Motorways of the Sea (MoS)	Mixed	01/08/2016	30/06/2019	62%	6,114,477	12,228,954
Maritime	2017-PT-TM-0134-W	Improvement of the Maritime Accessibilities to the Port of Leixões	Ongoing	Pre-identified projects on the Core Network corridors	Works	28/08/2018	31/08/2022	100%	17,412,000	87,060,000

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-0135-S	Application of Industry 4.0 Technologies towards Digital Port Container Terminals – iTerminals 4.0	Ongoing	New technologies and innovation	Studies	01/03/2019	31/12/2021	26%	962,065	1,924,130
Maritime Total									61,166,695	272,310,383
Other	2018-PT-TM-0114-W	MOBIL.T – Mobility and Ticketing for Multimodal Transport in Lisbon	Ongoing	New technologies and innovation	Works	01/11/2018	30/06/2021	100%	4,195,838	20,979,190
Other Total									4,195,838	20,979,190
Rail	2014-DE-TM-0057-W	ERTMS Deployment on the German part of the Core Network Corridor Rhine - Alpine	Ongoing	European Rail Traffic Management System (ERTMS)	Works	01/01/2014	31/12/2020	1%	537,203	1,092,309
Rail	2014-DE-TM-0138-M	Upgraded line 23 Saarbrücken – Ludwigshafen (POS Nord), Upgrade of the Neustadt – Boehl- lgelheim and Landstuhl – Kaiserslautern route sections for v = 200 km/h, planning of ETCS (European Train Control System)	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	01/01/2014	31/12/2019	100%	24,427,000	116,345,000

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-0400-W	ATLANTIC CORRIDOR: RAILWAY CONNECTION AVEIRO – SALAMANCA – MEDINA DEL CAMPO. WORKS OF ENERGY FACILITIES IN CONVENTIONAL RAILWAY LINE MEDINA DEL CAMPO-SALAMANCA-FUENTES DE OÑORO AND SERVICES TO FOLLOW-UP WORKS	Ongoing	Pre-identified projects on the Core Network corridors	Works	01/01/2014	31/12/2019	100%	19,593,742	48,984,355
Rail	2014-ES-TM-0440-W	Bilbao-Pamplona-Zaragoza-Sagunto. Section Bilbao-Vitoria HSRL. Works on the platform subsections Elorrio-Atxondo, Atxondo-Abadiño and services for follow-up works	Ongoing	Pre-identified projects on the other sections of the Core Network	Works	01/12/2015	31/03/2021	100%	10,534,572	52,672,860
Rail	2014-ES-TM-0448-W	Bilbao-Pamplona-Zaragoza-Sagunto. Section Basauri – Elorrio. Superstructure and installations works and services for follow-up works	Terminated	Pre-identified projects on the other sections of the Core Network	Works	01/05/2016	31/12/2019	100%	-	-

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-0500-S	Mediterranean Corridor. Section: Algeciras-Madrid-Zaragoza-Barcelona. Madrid-Vicálvaro Freight Railway Terminal Upgrade. Studies. Phase 1.	Closed	Multimodal logistics platforms	Studies	01/01/2016	31/12/2018	100%	475,568	951,136
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	22%	921,800	1,843,600
Rail	2014-ES-TM-0514-W	ERTMS deployment on the section Valladolid – Burgos	Ongoing	European Rail Traffic Management System (ERTMS)	Works	30/05/2014	31/12/2021	100%	7,783,767	15,567,534
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

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2014-EU-TM-0050-S	Development of Rail Freight Corridor Atlantic "Sines-Lisboa/Leixões — Madrid-Medina del Campo/ Bilbao/San Sebastian-Irun-Bordeaux-Paris/Le Havre/Metz – Strasbourg /Mannheim / Sines-Elvas/Algeciras"	Ongoing	Rail interoperability	Studies	01/01/2016	31/12/2020	100%	3,060,000	6,120,000
Rail	2014-EU-TM-0600-M	ATLANTIC CORRIDOR: SECTION BERGARA-SAN SEBASTIAN-BAYONNE. STUDIES AND WORKS AND SERVICES FOR FOLLOW-UP WORKS. PHASE 1	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	01/01/2014	31/12/2021	100%	244,501,680	610,454,200
Rail	2014-FR-TA-0458-S	Creation of permanent counterflow installations on the Gazinet - Dax section (134 km) to increase capacity on the line from Bordeaux to the border with Spain	Closed	Projects on the Core and Comprehensive Networks	Studies	01/01/2014	31/12/2017	100%	1,820,608	3,641,216
Rail	2014-FR-TA-0506-W	Rail2Bordeaux - Rail connections to the port of Bordeaux, maritime node of the Atlantic Corridor	Ongoing	Projects on the Core and Comprehensive Networks	Works	01/01/2015	31/12/2018	100%	6,476,837	27,881,411
Rail	2014-FR-TM-0266-S	ARMIS : Air Rail rapid Metro Interconnection System	Closed	Nodes of the Core Network	Studies	01/10/2014	30/09/2017	100%	31,278,264	62,556,527

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-0463-S	New high-speed line between Bordeaux and Dax	Terminated	Pre-identified projects on the Core Network corridors	Studies	01/01/2016	31/12/2019	100%	-	-
Rail	2014-FR-TM-0534-M	Modernisation de la ligne Serqueux-Gisors	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	01/01/2014	31/03/2021	100%	71,031,876	230,215,676
Rail	2014-PT-TM-0627-M	Ligação Ferroviária Sines/Elvas (Espanha): Troço Évora-Caia e Estação Técnica ao km 118 da Linha do Sul (Railway connection Sines/Elvas (Spain): Évora-Caia Section and Technical Station at km 118 of the South Line)	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	07/04/2014	31/12/2019	100%	127,716,151	315,446,963
Rail	2014-PT-TM-0628-S	Studies for the Rail connection Aveiro-Vilar Formoso, within the Atlantic Corridor	Closed	Pre-identified projects on the Core Network corridors	Studies	17/08/2015	31/03/2018	100%	1,942,385	3,884,770
Rail	2015-DE-TM-0363-W	Design and equipment of ERTMS for six border crossing corridor sections as well as two gap closings on German TEN core network corridors	Ongoing	European Rail Traffic Management System (ERTMS)	Works	16/02/2016	31/12/2020	9%	2,242,301	4,656,894
Rail	2015-ES-TM-0118-W	ERTMS (ETCS+GSMR) deployment on Atlantic Corridor. Section Vitoria –	Terminated	European Rail Traffic Management System	Works	14/08/2017	31/12/2020	100%	-	-

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
		Bilbao – San Sebastián		(ERTMS)						
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	3%	155,196	631,924
Rail	2015-FR-TM-0164-S	PARIS CHARLES-DE-GAULLE AIRPORT : DEVELOPMENTS AT THE TGV RAIL STATION - Works preparation phase	Ongoing	Nodes of the Core Network	Studies	01/09/2016	28/02/2019	100%	1,775,000	3,550,000

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Rail	2015-PT-TM-0382-S	Studies for the International South corridor (Sines/Setúbal/Lisbon-Caia)	Ongoing	Pre-identified projects on the Core Network corridors	Studies	29/04/2016	16/11/2018	100%	2,494,750	2,935,000
Rail	2015-PT-TM-0385-S	Studies for the RailRoad accessibility to Port of Leixões	Closed	Multimodal logistics platforms	Studies	31/10/2016	30/04/2018	100%	-	-
Rail	2015-PT-TM-0395-M	Beira Alta line (Pampilhosa-Vilar Formoso): detailed design and works	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	30/01/2017	30/12/2020	100%	375,860,046	547,741,250
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	44%	330,000	660,000
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-EU-TA-0193-S	Atlantic Rail Motorway: Modal shift of all types of semi-trailers on the Atlantic corridor	Ongoing	Freight Transport Services	Studies	08/02/2017	31/12/2020	95%	5,027,875	10,055,750
Rail	2016-FR-TA-0144-W	Improvement of freight services between Bordeaux and Dax – first phase between Morcenx and Dax	Ongoing	Freight Transport Services	Works	07/02/2017	30/06/2020	100%	8,450,000	42,250,000
Rail	2016-FR-TA-0312-S	MiRO – Multimodal ROute connecting Barcelone 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-0040-S	14@ORY: Streamlining services & facilities of Paris metro line 14 up to its future Paris Orly Airport connection	Ongoing	Nodes of the Core Network	Studies	01/07/2017	30/11/2020	100%	666,000	1,332,000
Rail	2016-FR-TM-0180-S	RELIEVING CONGESTION AT THE RAILWAY JUNCTION SOUTH OF BORDEAUX	Ongoing	Nodes of the Core Network	Studies	07/02/2017	31/12/2020	100%	8,519,111	17,038,222
Rail	2016-PT-TMC-0059-M	Ligação Ferroviária Sines/Elvas (Espanha): Troço Évora-Caia - 2.ª Fase	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	20/07/2017	31/12/2021	100%	55,839,020	73,059,035
Rail	2016-PT-TMC-0065-M	Ligação Ferroviária Sines/Elvas (Espanha): Troço Sines-Ermidas-Grândola (Obra)	Ongoing	Pre-identified projects on the Core Network corridors	Mixed	30/06/2018	30/12/2022	100%	33,736,125	44,139,899
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
Rail Total									1,074,367,512	2,356,900,945
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

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
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-0196-S	FAST-E (DE/BE)	Ongoing	New technologies and innovation	Studies	01/09/2014	30/09/2018	15%	1,313,978	2,627,955
Road	2014-EU-TM-0597-W	Arc Atlantique Corridor Phase II	Ongoing	Intelligent Transport Services for road (ITS)	Works	01/01/2014	31/12/2017	40%	9,212,745	46,063,724
Road	2014-EU-TM-0630-S	Connect2LNG	Ongoing	New technologies and innovation	Studies	01/10/2015	31/12/2020	50%	2,273,125	4,546,250
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	100%	3,856,634	7,713,267
Road	2014-FR-TA-0519-S	EAS-HyMob	Ongoing	New technologies and innovation	Studies	01/01/2016	31/12/2019	30%	1,166,325	2,332,650
Road	2014-FR-TM-0625-W	Elimination of level crossings 508 and 509 between Cenon and Lagrave d'Ambares	Ongoing	Safe and secure infrastructure	Mixed	01/01/2015	31/12/2019	100%	2,819,412	12,951,058
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	55%	235,543	1,177,717

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-0409-S	CIRVE Project	Ongoing	New technologies and innovation	Studies	01/07/2016	31/12/2020	60%	1,056,970	2,113,939
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-PT-TM-0031-W	Deployment of autogas refuelling stations in different metropolitan areas between Spain and Portugal	Ongoing	New technologies and innovation	Works	16/02/2016	31/12/2018	100%	654,500	770,000
Road	2015-PT-TM-0433-S	CIRVE_PT	Ongoing	New technologies and innovation	Studies	01/07/2016	31/12/2020	95%	1,218,270	1,433,258
Road	2016-DE-TM-0332-S	LNG4Trucks	Ongoing	New technologies and innovation	Studies	07/02/2017	31/12/2020	7%	670,960	1,341,920
Road	2016-EU-TA-0348-W	Cross-Border Road Link in the Atlantic Corridor: A25-IP5 Vilar Formoso - A-62 Fuentes de Oñoro	Ongoing	Projects on the Core and Comprehensive Networks	Works	07/02/2017	30/06/2021	100%	2,592,254	25,922,537
Road	2016-EU-TM-0121-W	High speed electric mobility across Europe	Ongoing	New technologies and innovation	Works	01/07/2017	31/12/2020	12%	1,220,160	6,100,800
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	55%	5,240,508	10,481,015
Road	2016-EU-TM-0316-W	Arc Atlantique Phase 3	Ongoing	Intelligent Transport Services for road (ITS)	Works	01/03/2017	31/12/2020	18%	2,339,364	11,696,819
Road	2016-EU-TM-0337-S	E-VIA – FLEX-E mobility in ES, FR, IT	Ongoing	New technologies	Studies	01/07/2017	31/03/2021	21%	702,450	1,404,900

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
				and innovation						
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	18%	7,038,968	35,194,841
Road	2017-EU-TM-0068-W	MEGA-E: Metropolitan Greater Areas - Electric	Ongoing	New technologies and innovation	Works	01/08/2017	31/12/2021	8%	2,344,026	11,720,132
Road	2017-EU-TM-0080-W	BioLNG EuroNet	Ongoing	New technologies and innovation	Works	12/04/2018	31/12/2023	19%	4,827,824	24,139,120
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-0109-W	LAST MILE	Ongoing	New technologies and innovation	Works	01/01/2019	31/05/2022	42%	2,912,766	14,563,828
Road	2017-FR-TM-0111-W	CORRI-DOOR ²	Ongoing	New technologies and innovation	Works	01/10/2018	31/03/2022	57%	2,760,065	13,800,324
Road	2017-FR-TM-0117-W	Olympic Energy: Tipping the scale towards Bio-CNG for European Transport starts in TEN-T Core Urban Node Paris!	Ongoing	New technologies and innovation	Works	12/04/2018	30/06/2022	100%	5,719,796	28,598,981
Road	2017-IT-TM-0110-W	AMBRA-E lectrifly Europe	Ongoing	New technologies and innovation	Works	01/09/2018	31/12/2022	14%	1,981,131	9,905,655
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

Transport Mode	Action code	Title	Status	Priority	Type	Actual start date	Actual end date	Actual Corridor Share	Actual funding	Actual costs
Road	2018-PT-TM-0065-M	Preparing Road and Nodes for Automation Linking Deployment and Safety Operations in Portugal	Ongoing	Safe and secure infrastructure	Mixed	24/10/2018	31/12/2023	100%	5,131,746	25,658,728
Road Total									71,945,620	311,586,945

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