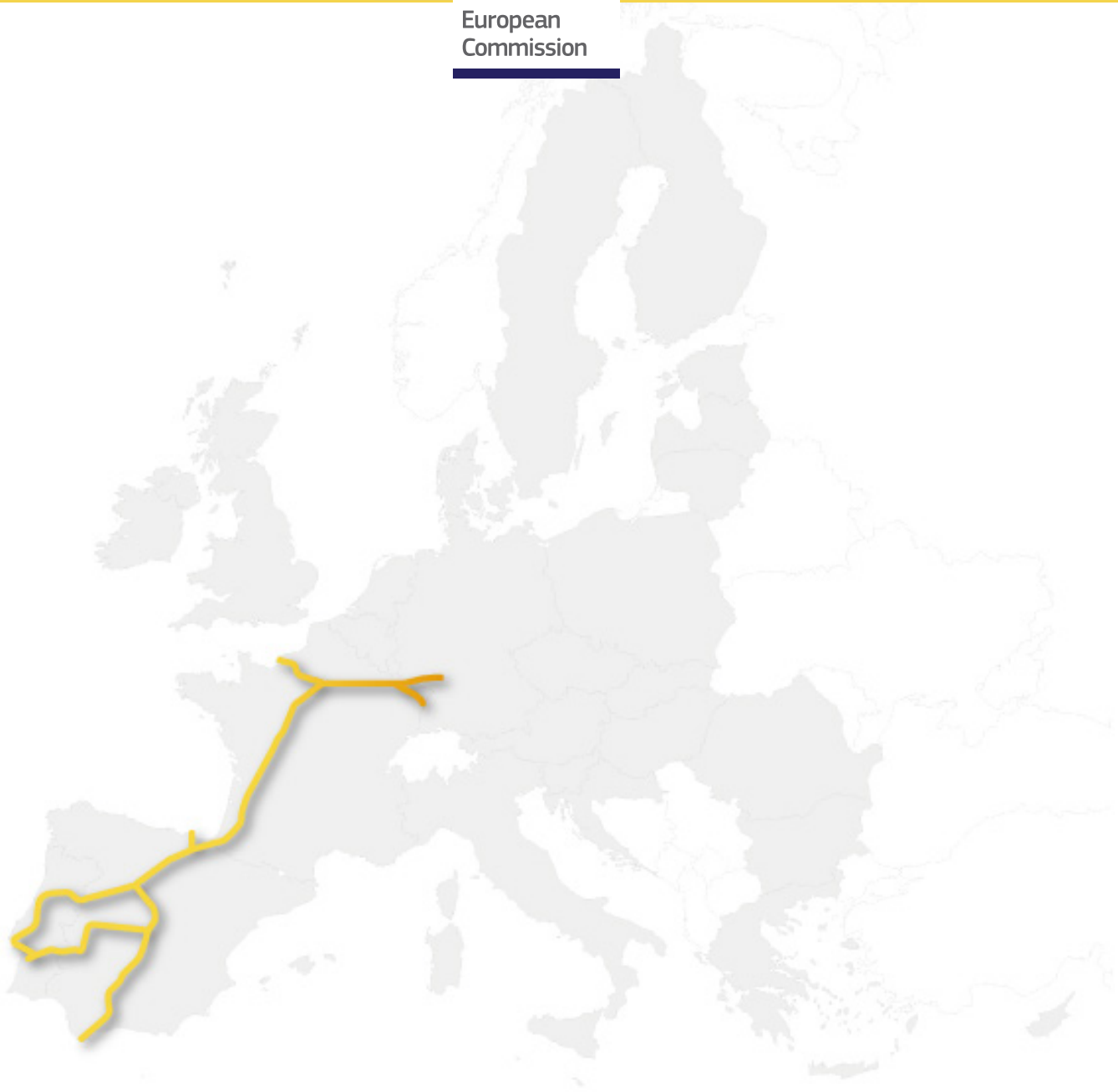


European  
Commission



*CEF support to*

# **Atlantic Corridor**

*Innovation  
and Networks  
Executive Agency*

# Atlantic

**FEBRUARY 2018**

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## 1. Introduction

Midway through the CEF Programme, INEA aims to present in this report how CEF-funded Actions (2014-2017 calls) are contributing 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 7800 km of core rail network, more than 4400 km of core road sections. It includes 8 core ports, 7 core airports, 10 core Rail Road Terminals and 7 core urban nodes. The corridor has an outstanding maritime dimension both with a parallel connection of the inland modes and with seaports, thus ensuring the connectivity 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 world-wide routes (Canary Islands) and complements the Inland Waterways Network (Seine branch South of Paris), which are not part of this report.

Since the adoption of the first Atlantic Corridor Core Network Corridor Work Plan in 2014, the coordinator M. Secchi has defined the main work priority areas towards the establishment of a truly multi-modal and seamless transport corridor by 2030. In this context, three main priorities areas were defined. First of all, deploying interoperability in the railway sector, as currently difference in gauges between the Iberian Peninsula and the remaining EU network, missing links and other technical issues (such as signalling systems, train length etc) are hampering the development of cross border rail traffic along the corridor. Secondly, enhancing multimodality, which is necessary to re-balance the corridor's modal split. Thirdly, exploiting the external dimension of the corridor, which, thanks to its geographical location along worldwide maritime routes, the corridor may improve the logistic chain to/from the EU in the global framework. Furthermore, in the third work plan two additional topics deserved a special focus: firstly, increasing the environmental sustainability of transport modes, especially by making available alternative fuels along the corridor, as this is crucial to counteract climate change. Secondly, increasing the leveraging role of private investments as the public sources are not sufficient for the amount of investment needed to complete the corridor and therefore for the revenue-generating projects, private funds can enable or accelerate their implementation.

The CEF portfolio of the Atlantic Corridor consists of 70 Actions which are co-funded following the 2014-2017 CEF Transport calls for proposals, corresponding to €1.5 billion in CEF funding for a total investment of €3.7 billion in the Corridor. This amount includes €510 million from the cohesion fund supporting Actions in Portugal. The large majority of the CEF co-funded Actions are ongoing. The largest share of funding is allocated to rail (more than €13 billion, i.e. 86%), followed by Actions on maritime transport (nearly €77 million).

In particular, the rail portfolio contains 17 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 bottleneck, the improvement of cross border sections and of railway interoperability, also with the deployment of ERTMS and the railway freight corridor.

The maritime portfolio (including Motorways of the Sea Actions) is important for this Corridor, due to its alignment. Hinterland connections, accessibility and development of logistic platforms and multimodal transport are among the priorities in the Work Plan. Fully interoperable and integrated Rail-Road terminals will have also a crucial role in the development of the corridor and thus they are supported. Finally, the road portfolio addresses also two issues highlighted in the Work plan, notably the completion of the missing link and the availability of alternative fuels.

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

CEF Transport has so far funded grants worth €22.3 billion with a total investment in the European economy of €46 billion. The current portfolio of Actions in the Atlantic corridor comprises 70 grant agreements allocating<sup>2</sup> €1.5 billion of actual CEF Transport Funding (corresponding to 11% of total number of CEF Transport Actions and 7% of total actual CEF Transport funding). There have been no terminations or closures of these grant agreements so far.

### **2.1. Operational Implementation**

For the Atlantic Corridor, 82% of the actual CEF transport funding supports "hard" infrastructure projects along the corridor. The remaining 18% support other priorities such as, information systems or interoperability, and innovation.

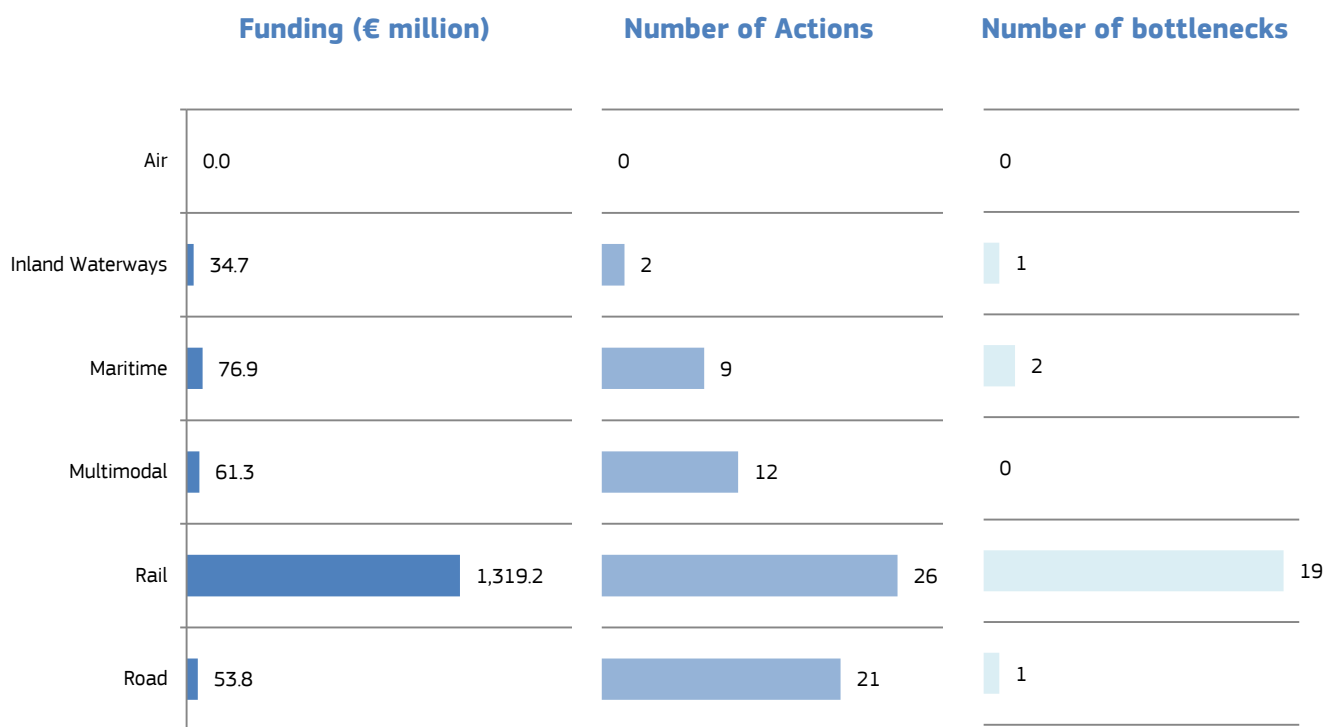
Due to its location, most of the funding for the Atlantic portfolio is coming from the General envelope (70%). The 79% of the actual CEF Transport funding is linked with Actions that include both a study and a work phase. The highest number of Actions is under the rail transport mode, which also receives most of the actual funding (85%). No Action is funded in the Air Sector. However it is worthy to mention that CEF is supporting three Actions (studies) for the interconnection of airports with the core network corridor. These Actions are reported under the rail and multimodal transport modes. 23 bottlenecks are expected to be addressed by Actions in this corridor, regarding mainly national rail sections with cross-border impact.

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<sup>1</sup> As of February 2018.

<sup>2</sup> Of which 67 have been signed following the 2014-2016 Calls, and 3 are under preparation following the 2017 Blending-1 Call.

**Figure 1: Statistics by transport mode**



### **2.1.1. Inland Waterways**

The portfolio of inland waterway portfolio in the Atlantic Corridor addresses the priority of enhancing multimodality. 2 Actions, receiving €34.7 million in CEF Transport funding will improve the section Le Havre-Paris of the Seine and, in the North of Paris, the link to the Seine-Escaut canal (common with the North-Sea Mediterranean Corridor). These Actions will contribute to upgrade and develop the lower Seine (modernization of docks and locks) on the common section with the Seine-Escaut which will improve the capacity of Inland waterways and enhance modal shift. Furthermore, studies will also pave the way for the implementation of two new ports on the lower Seine, developing alternative transport means and introducing sustainable logistics serving the core urban node of Paris with the objective to enhance multimodality. The locations of the action with works are displayed in the map "CEF funded waterway Actions".

Furthermore, it shall be noted that CEF contributes through studies also to the development of Douro River, one of the Branches connected to the Atlantic Corridor as indicated by in the Work Plans of the coordinator, but not included into the quantitative analysis of this report as the Action is not on the alignment of the corridor established in Annex I.1 of CEF regulation 1315/2013. Such studies aim at improving the navigation by using the River Information System, with the final objective of improving the IWW traffic through the port of Leixões.

Actions belonging to this transport mode are expected to address 1 bottleneck.

# ATLANTIC CORE NETWORK CORRIDOR

## CEF funded Inland Waterway Actions (excluding RIS)



### **2.1.2. Maritime**

The maritime portfolio of the Atlantic Corridor contributes to the priorities of enhancing multimodality and exploiting the external dimension of the Corridor, Furthermore it contributes to reduce the pressure on environment of transport activities. It is composed of 9 Actions, receiving €76.9 million in CEF Transport funding. Maritime Actions with works are displayed in the map "CEF funded Rail, Multimodal and Maritime Actions".

The Atlantic corridor has an outstanding maritime dimension, which is strengthened by CEF support. Several maritime core ports of the Atlantic Corridor are making use of CEF contribution to support different investments. Waterborne access is being strengthened in the ports of Rouen (dredging and improving safety operations) and Bordeaux, or improvements are under preparation in Le Havre (studies for the river access to Port 2000). Port Capacity is expanding in the port of Bilbao on the sea-side and in Leixões on the logistic platform.

As indicated in the Work Plans of the coordinator, seaports of the Atlantic Corridor are complying with all the KPIs with the exception of 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 environmental studies for the deployment of LNG in the core port of Le Havre and Rouen and 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" includes also the development of small scale bunkering facilities in the core Port of Bilbao and pilot deployments of LNG-powered vessels for port-related services. Finally CEF is also supporting the integration of maritime into the logistic chain by improving operations and handling capacity of Ro Ro services in the Port of Bilbao.

It shall be noted that CEF is also contributing to the development of multimodal platforms located in ports, their last mile connection to the TEN-T and the deployment of alternative fuels which are presented under "multimodal section" (Leixões and Lisbon) as well as to the interconnection with the railway line in Bordeaux.

Actions belonging to this transport mode are expected to address 2 bottlenecks.

### **2.1.3. Multimodal**

The multimodal portfolio in the Atlantic Corridor addresses the priorities of enhancing multimodality and exploiting the external dimension of the Corridor. It is composed of 12 Actions, receiving €61.3 million in CEF Transport funding. Different types of Actions are included in the category "multimodal": Actions to promote multimodality in urban nodes and Actions to improve or develop multimodal platforms both in ports and railroad terminals. They consist mostly of studies. Multimodal actions with works are displayed in the map "CEF funded Rail, Multimodal and Maritime Actions"

Two urban nodes, Paris and Madrid are implementing multimodal Actions financed by CEF. In Paris two CEF Actions are supporting the studies for fast railways lines, lines serving the whole region and interconnections with core airports with the overall objective of improving existing services, connectivity, reducing travelling times and release the congestion. In Madrid CEF supports studies and pilot deployment of multimodal information systems and service to improve multimodal public transport and increase the utilization of existing capacity.



By their nature, IWW and rail have some competitive advantage over road when the transport distance increases. However, as, very often, road transport is the only solution for the last mile, using IWW is only possible if efficient multimodal terminals are available. CEF contributes to this objective. In the Iberian Peninsula, CEF is supporting the development of 2 Logistic platforms (a railroad terminal and a port rail and road terminal) ensuring their connections to the rail and road network.

Furthermore two Actions are supporting the development of rolling motorways between France and Spain on existing railway lines, similarly to the rolling motorway developed along the Mediterranean Corridor. On the Spanish side technical studies will address technical limitations on gauge and other elements along the sections Palencia-Madrid, Madrid Badajoz and design studies will be carried out on the section Astigarraga-Irun for the adaptation to the technical requirement of the Rail Road terminal in Victoria/Jundiz. In France gauge studies and other technical requirements will be also carried out along all corridor sections between Paris and the Cross Border point until Irun.

#### **2.1.4. Rail**

The railway portfolio of the Atlantic corridor contributes to the deployment of railway interoperability by addressing two main issues:

- the completion of missing links ;and
- compliance with TEN-T requirements : 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.

It is composed of 26 Actions, receiving €1.3 billion in CEF Transport funding. Rail actions with works are displayed in the map "CEF funded Rail, Multimodal and Maritime Actions".

In its work plan the coordinator underlines the necessity to complete the missing link between Évora and Caia in the section Évora-Merida between Spain and Portugal. The CEF is co-funding studies and work activities aiming at completing this missing link. Grants for a total of 183,555,171 will enable to the renewal of 9 km of the existing line and the construction of 95 km of new lines. Following up the preliminary design studies co funded under the TEN-T Programme, the design studies currently on-going and will lead to the main construction works of railway line which are expected to start in the second part of 2018 and completed by end 2021.

The improvement of conventional railway lines, which includes also compliance with TEN-T requirements, is supported through several Actions along the Corridor. In Portugal CEF is co funding both studies and works. In particular on the cross border section Aveiro-Salamanca, the feasibility studies for the improvement of the "Beira Alta" line have been completed, design studies are ongoing and works are expected to start in 2018 for a contribution of €382,357,748. On the southern section studies on the section Sines-Elvas-preliminary and preparatory studies are ongoing and will lead to the design studies and works for the modernization of the existing line on the section Sines-Ermidas-Grândola for a contribution of €36,230,875. Once this Action has been implemented it will improve interoperability by removing an important bottleneck. In Spain, CEF intervention focuses on the cross border sections Aveiro-Salamanca, Victoria-Dax and on the core urban node of Madrid. Studies and works are on-going for electrification of the conventional railway-line Medina del Campo-Salamanca-Fuentes de Oñoro on the pre-identified cross border

section Aveiro-Salamanca, increasing the interoperability along 108.78 km of this line with an EU contribution of €19,593,742.

Built on previous co-funded TEN-T Actions, studies and works on the pre-identified cross-border section Bayonne - Bergara receive the highest CEF contribution of the Corridor (€459,296,701). Works are on-going for the construction of the Mondragon-Astigarraga section of the high speed line "Y Vasca" and the upgrade of the Astigarraga-Irun section on the existing conventional line. Furthermore studies include the upgrade the existing cross border Dax-Victoria line, to increase the interoperability and capacity of the line on the medium and short run. The Action will pave also the way to the completion of the new international link through and update of preliminary studies of the cross border link.

CEF supports the node of the Madrid through 4 Actions for a total amount of €8,587,279. These Actions include the implementation of studies on the stations of Atocha and Chamartín as well as works on the line the railway link Atocha-Chamartín . Jointly they will contribute to remove a bottleneck for the corridor creating a direct North-South connection also for high speed trains, increasing also capacity in the node.

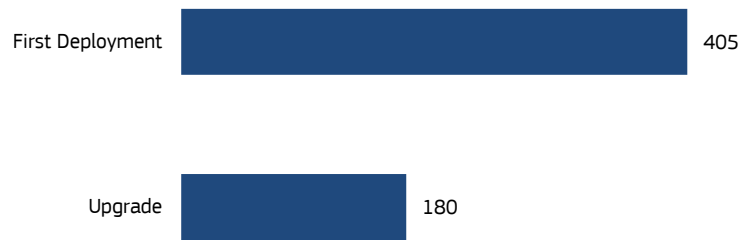
In France, CEF supports 5 Actions, with studies and works to improve the capacity of the existing railway line between Dax and Bordeaux, preparatory studies for the new high speed line and studies and works on the node of Bordeaux, including the connection with the core port and the removing railway crossing for a total amount of €81,319,360. These Actions allow to increase the capacity of existing lines. Furthermore, the modernization of the railway line Serqueux-Gisors is also co-funded by CEF (by €71,031,876). Detail studies are being finalized and works for the signalization and the electrification are on-going. The successful completion will provide an alternative railway route for the freight from the core port of Le Havre reducing the congestion on the existing railway line through Rouen towards Paris.

In Germany works for modernization, upgrade and increase of the speed along the railway line Saarbrücken Ludwigshafen (POS Nord), on the sections Neustadt-Böhl-Iggelheim and Landstuhl-Kaiserslautern are ongoing with a CEF support of €26,931,800.

Several CEF co funded actions are horizontally tackling the issue of the 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 Évora /Caia, Bayonne Bergara), the deployment of UIC gauges (such as the Atocha-Chamartín in Spain) or the deployment of the third railway line. Jointly 272 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.

ERTMS is being implemented along the corridor in different sections for a total amount of €21,852,934 and 585 km. The major part (405 km) concerns first deployment of ERTMS on section where ERTMS was not yet deployed. An additional 180 km of already ERTMS equipped lines will be upgraded.

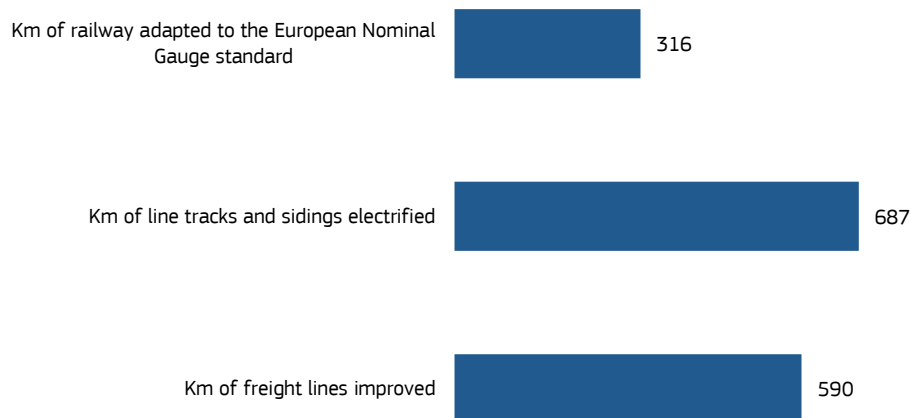
**Figure 2: Railway lines to be equipped with ERTMS (number of km)<sup>3</sup>**



Four different Actions contribute to ERTMS deployment: ERTMS baseline 2 level 3 through the Spanish (Valladolid Burgos, Vitoria-Bilbao, Irun) and the German cross border Sections (Ludwigshafen (Rhine)–Mannheim) of the Corridor. In addition the deployment of ERTMS (ETCS level 2) is ongoing as part of works for the upgrade of the Line 23 Saarbrücken-Ludwigshafen in Germany (POS Nord) and in preparation (design) for the future implementation on the Évora-Caia. Overall ERTMS Actions will contribute to enhance railway interoperability across the corridor

As mentioned previously in the report, Actions in the Atlantic corridor expect to adapt, upgrade and improve several km of railway lines in the 4 Member States of the Corridor.

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



Furthermore, Actions belonging to this transport mode will address 19 bottlenecks.

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

# ATLANTIC CORE NETWORK CORRIDOR

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



### 2.1.5. Road

The road portfolio of the Atlantic Corridor contributes to reduce the environmental impact of transport. It is composed of 21 Actions, receiving €53.8 million in CEF Transport funding. It includes infrastructure works (one Action), and 20 Actions related to promote a safer, more efficient and greener road transport (such as Innovation and Intelligent Transport Services). Actions with works are displayed in the map "CEF funded Road Actions".

The road infrastructure of the Atlantic Corridor is highly developed (motorway or expressway) and complying for almost its entirety to the KPIs established in the Work Plan of the coordinator with the exception of the cross border stretch Vilar Formoso-Fuentes de Oñoro (PT/ES). The CEF Programme contributes to ensure the full compliance of technical parameters established in the Regulation 1315/2013 by supporting the construction of 8.50 km of motorway on both side of the borders, interconnections with the existing roads network and the complementary infrastructures such as flyovers, tunnels and bridges. In addition it increases also the safety of existing infrastructure by co-funding works for the suppression of level crossings in the proximity of the core urban node of Bordeaux. The CEF contributes to make alternative fuels available along the corridor through 13 innovation Actions. Goal is to support the concrete implementation of the EU Directive 2014/94/EU, especially as regards the availability of Liquid and Compressed Natural Gas (L-CNG) and electricity. Five of those Action 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. These Actions combine studies with pilot deployment of the infrastructure to define profitable self-sustaining business models.

Electro-mobility is also supported by the CEF programme along the corridor though 4 CEF Actions including one from the cohesion envelop, covering jointly Spain, Portugal (by cohesion fund) and France. In particular CEF contributes to the deployment of semi-fast, fast and ultra-fast chargers across the corridor.

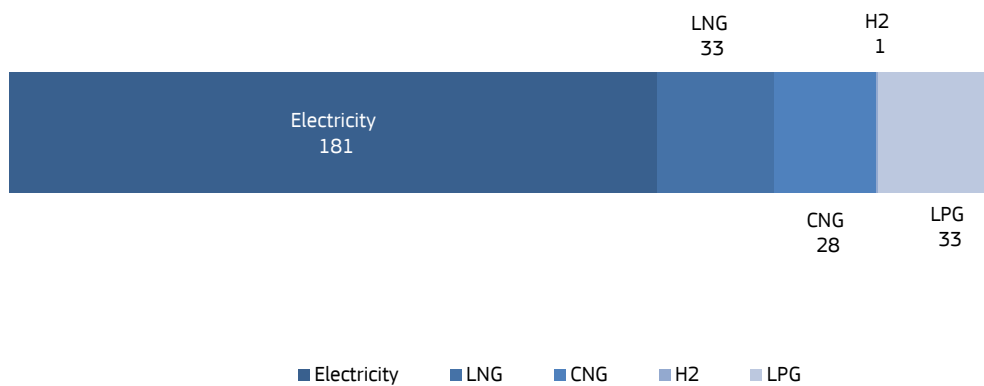
Furthermore, it shall be noted that CEF supports also the initial stages of the deployment of Hydrogen in the Normandy Region through a grant scheme. Part of these stations will be located in urban areas in proximity of core nodes (ports of Rouen and Le Havre) contributing to the decarbonisation of road transport.

Finally it is important to highlight that three Actions in the field of innovation (two on electro-mobility and one on Bio-L-CNG) have been selected under the CEF Blending Call 2017. A part from contributing to the availability of alternative fuels in the corridor through the roll out the station, these Actions contributes to leverage private investments in the EU.

Through two Actions, CEF supports also the works for the roll out of a network of Liquefied Petroleum Gas (LPG) stations on Iberian Peninsula.

Actions in the Atlantic corridor expect to install 275 supply points for alternative fuel for road transport, 181 Electricity, 33 LNG and 28 CNG, 1 H2 and 33 LPG.

**Figure 4: Number of supply points for alternative fuel for road transport**



Finally also the Intelligent Transport System (ITS) is included in the road portfolio of the Atlantic Corridor through the Action "ITS Atlantic Arc" (phase 2 and 3), for a total corridor funding share of €13,855,295, focusing on the implementation of the priority actions of EU Directive 2010/40/EU and its delegated regulations.

The ITS services are harmonised, interoperable and deployed at Corridor level, so that the European driver can travel seamlessly across several Member States. CEF funding in this field acts as catalyst for the development of the corridor and to significantly improve the efficiency of the existing road network. ITS services have a proven impact on efficiency and safety on the corridor network.

# ATLANTIC CORE NETWORK CORRIDOR

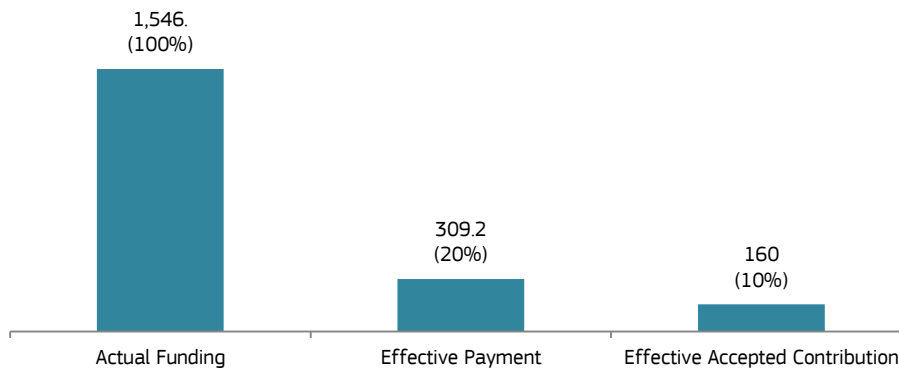
## CEF funded Road Actions (excluding ITS and Innovation)



## 2.2. Financial implementation

The state-of-play of the financial implementation of the portfolio is shown in the figure below. The effective payment<sup>4</sup> (including pre-financing) corresponds to €309.2 million and therefore 20% of the actual CEF Transport funding. As a consequence of the interim cost claims introduced by the beneficiaries, costs corresponding to CEF-T funding of €160 million have been accepted so far (10% of the actual CEF Transport funding).

**Figure 5: Financial implementation ratios (€ million)**



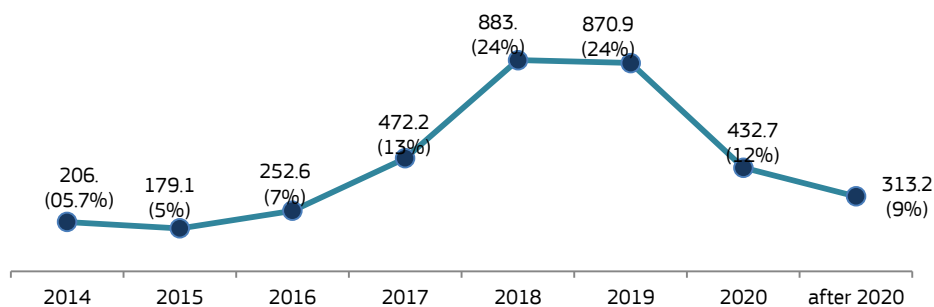
Effective payments and effective accepted contribution as shown in the figure above may appear as relatively low. This is due to a series of reasons:

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

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

Figure 5 gives an overview of the estimated financial progress, in terms of total estimated costs, of the overall portfolio.

**Figure 6: Estimated budget implementation (€ million)**



<sup>4</sup> (closed payments – recoveries)

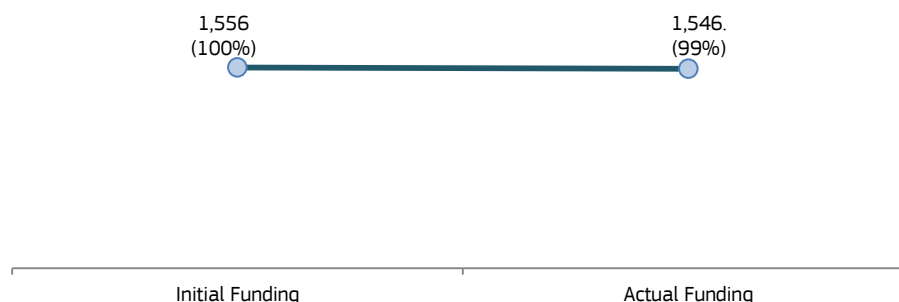


### 3. Evolution of the action portfolio

#### 3.1. Funding variations after the Grant Agreement signature

The actual CEF Transport funding allocated to Actions can differ from the initially allocated funding depending on (1) action closures and terminations and (2) certain types of amendments. Up until now, amendments have triggered a funding reduction for 4 Actions (€10.1 million – 0.7%), while there have been no Action closures or terminations.

**Figure 7 : CEF Transport funding variations (€ million)**



#### 3.2. Challenges affecting the implementation of Actions

In general terms, the most common implementation issues faced by Actions are related to governance and the technical complexity of co-funded activities. Delays due to technical complexities are recurrent in implementing large infrastructure projects and are a common challenge for CEF Actions. This is for example the case in Portugal, where conflicting operational requirements and technical constraints will lead to a new planning and a revised timetable for the execution of works.

The complexity and length of permit and authorisation administrative procedures is another issue for delaying the Actions implementation. For instance, in almost all countries, public consultations have led to delays due to the sensitiveness of the foreseen works on environment or on the effects on local communities and some Actions have been facing delays caused by permitting issues. Furthermore, Actions installing charging stations for electric vehicles have encountered delays in certain cases due to the necessity to obtain approvals to connect the stations to the electricity grid.

Finally the planning of the Action in certain cases underestimates the requirements in terms of time and the complexity of procurement procedures, delaying all the subsequent phases, especially when affecting the awarding decision. Furthermore, during execution of the awarded contracts, disagreement with contractors may lead to delay or to the suspension of works, negatively affecting the timely implementation of the actions.

### 4. Conclusion and Outlook

The implementation of CEF-funded Actions have positively impacted 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, and address several bottlenecks of the corridor.

With regard to the implementation of the rail core network along the Atlantic Corridor, on-going CEF Actions tackle critical issues such as the lack of interoperability of the rail network, the completion of the missing link between Évora and Caia, the improvement of hinterland connections of ports and the promotion of multimodality.

The CEF is also supporting the deployment of smart transport systems such as ITS along its core road network component. CEF funded Actions are enabling the implementation of e-mobility and LNG throughout the whole Corridor, from France to Portugal.

In the Work Plan, the need to complete the missing link, remove key bottlenecks and ensuring multimodal interconnection and interoperability through the compliance to the key technical parameters, especially on the railways was highlighted. For instance the presence of technical restriction on train length in one small section has an effect in the entire corridor. CEF support is targeting these objectives and its implementation requires a constant monitoring.

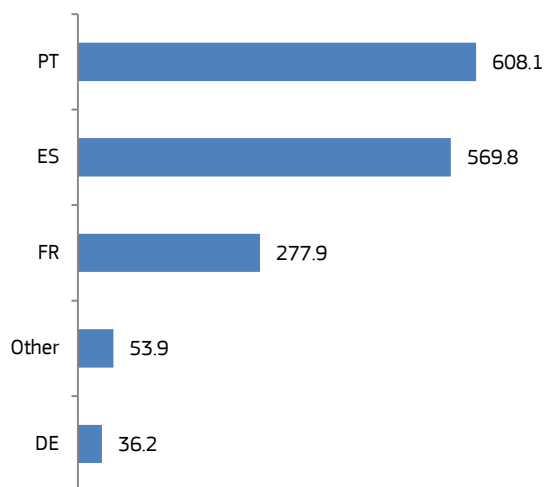
Furthermore, In light of the huge financing needs, the coordinator highlighted the need for the inclusion of alternative financial instruments for the financing of the Actions. The 2017 Blending Call was a first successful step in that direction which led to the selection of the first Actions in the area of clean fuels.

Hence, despite the still existing difficulties as described in section 3.2, meaningful progress has been achieved in the first 4 years of CEF implementation and many Actions will enter in a work phase in 2018/2019. Furthermore several on-going studies will closer to their conclusion, leading possibly to works.

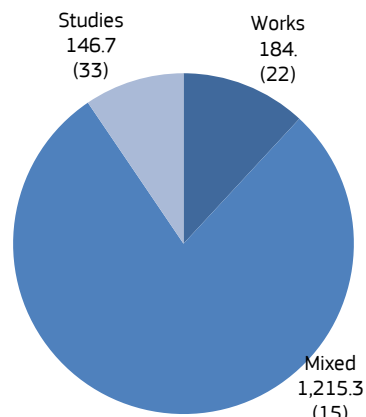
In conclusion, CEF funded Actions have already made a significant contribution to the implementation of the Atlantic Corridor in line with the latest Work Plan and further progress is expected in the future. INEA will continue making implementation happen through regular monitoring of the progress of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

## 5. Statistical Annex

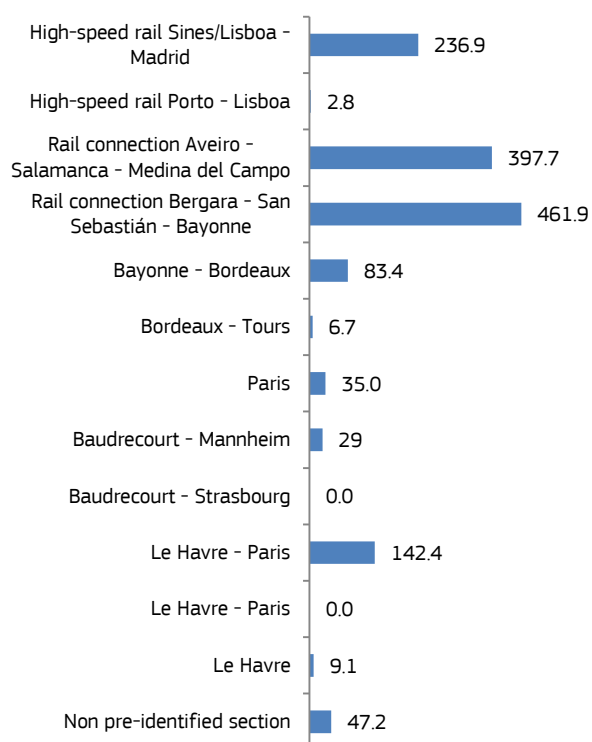
**Corridor funding (€ million) per country**



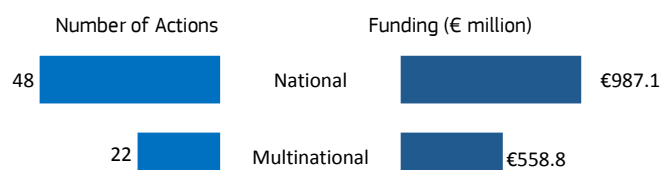
**Corridor funding (€ million) per type**



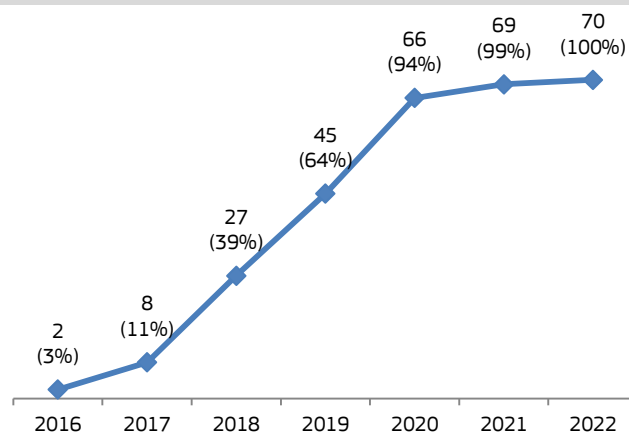
**Corridor funding (€ million) per section**



**Number of Actions and corridor funding (€ million) per national/multinational**



**Cumulative number of finalised Actions**



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



## 6. List of Actions on the Atlantic Corridor

| Transport Mode                | Project Code             | Title   | Funding Objective | Priority                           | Type           | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding    | Actual Costs      |
|-------------------------------|--------------------------|---|-------------------|------------------------------------|----------------|-----------------------|-------------------|-----------------|-------------------|-------------------|
| <b>Inland Waterways</b>       | <b>2014-EU-TM-0373-M</b> | Seine-Escaut 2020   | <b>FO 1</b>       | Core Network Corridors             | <b>Mixed</b>   | 3%                    | <b>01/01/2014</b> | 31/12/2020      | 33,006,000        | 78,277,785        |
| <b>Inland Waterways</b>       | <b>2015-FR-TM-0129-S</b> | Studies to establish two ports on the Seine downstream from Paris-Port Seine Métropole Ouest and l'Eco-port des 2 Rives de Seine                        | <b>FO 3</b>       | Nodes of the Core Network          | <b>Studies</b> | 100%                  | <b>16/02/2016</b> | 31/12/2020      | 1,704,500         | 3,409,000         |
| <b>Inland Waterways Total</b> |                          |   |                   |                                    |                |                       |                   |                 | <b>34,710,500</b> | <b>81,686,785</b> |
| <b>Maritime</b>               | <b>2014-ES-TM-0433-W</b> | FUTURE PROOFING BILBAO – CORE PORT OF THE ATLANTIC CORRIDOR   | <b>FO 1</b>       | Other sections of the Core Network | <b>Works</b>   | 100%                  | <b>01/01/2015</b> | 31/12/2019      | 23,248,284        | 116,241,420       |
| <b>Maritime</b>               | <b>2014-EU-TM-0487-M</b> | Biscay Line - Multiple port Finland-Estonia-Belgium-Spain long distance MoS, relevant to many core network corridors                                    | <b>FO 3</b>       | MoS                                | <b>Mixed</b>   | 54%                   | <b>01/01/2014</b> | 31/12/2016      | 2,555,309         | 8,517,697         |
| <b>Maritime</b>               | <b>2014-EU-TM-0671-S</b> | Atlantic Interoperable Services (ATLANTIS)  | <b>FO 3</b>       | MoS                                | <b>Studies</b> | 40%                   | <b>01/01/2014</b> | 30/04/2017      | 729,552           | 1,459,103         |
| <b>Maritime</b>               | <b>2014-EU-TM-0723-M</b> | Study and deployment of integrated gas & water cleaning system and biofuel-MGO blend for the upgrade of the Atlantic corridor                           | <b>FO 3</b>       | MoS                                | <b>Mixed</b>   | 99%                   | <b>01/03/2015</b> | 20/12/2017      | 3,155,625         | 6,519,150         |
| <b>Maritime</b>               | <b>2014-FR-TM-0007-M</b> | GIRONDE XL - Dredging and innovative navigation   | <b>FO 1</b>       | Other sections of the Core Network | <b>Mixed</b>   | 100%                  | <b>01/01/2015</b> | 31/12/2018      | 3,120,000         | 15,600,000        |
| <b>Maritime</b>               | <b>2014-FR-TM-0323-W</b> | Improvement of vessel access to the Port of Rouen dredging from Courval to Rouen, creation of an emergency backup berth, port infrastructure adaptation | <b>FO 1</b>       | Other sections of the Core Network | <b>Works</b>   | 100%                  | <b>02/01/2015</b> | 26/03/2019      | 30,480,000        | 76,200,000        |
| <b>Maritime</b>               | <b>2014-FR-TM-0367-S</b> | Studies of river access to Port 2000  | <b>FO 1</b>       | Core Network Corridors             | <b>Studies</b> | 100%                  | <b>05/01/2015</b> | 14/05/2018      | 1,000,000         | 2,000,000         |
| <b>Maritime</b>               | <b>2014-PT-TM-0601-M</b> | Multimodal Logistics Platform of the Port of Leixões (Phase 2)  | <b>FO 3</b>       | Multimodal                         | <b>Mixed</b>   | 100%                  | <b>01/01/2014</b> | 31/12/2017      | 2,788,991         | 21,559,927        |

| Transport Mode        | Project Code      | Title  | Funding Objective | Priority                   | Type    | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding    | Actual Costs       |
|-----------------------|-------------------|--|-------------------|----------------------------|---------|-----------------------|-------------------|-----------------|-------------------|--------------------|
| Maritime              | 2015-EU-TM-0307-M | S/F Samuel LNG for a blue Atlantic Arch  | FO 3              | MoS                        | Mixed   | 100%                  | 01/08/2016        | 30/06/2019      | 9,862,060         | 19,724,119         |
| <b>Maritime Total</b> |                   |  |                   |                            |         |                       |                   |                 | <b>76,939,821</b> | <b>267,821,416</b> |
| Multimodal            | 2014-DE-TA-0326-W | MEDAS 3.0 - Greening the automotive supply chain with trusted collaborative networks to bundle cargo and operate a sustainable 'just in time' Mediterranean rail shuttle service | FO 2              | Freight Transport Services | Works   | 9%                    | 01/01/2014        | 31/12/2016      | 94,976            | 474,882            |
| Multimodal            | 2014-ES-TM-0547-M | Intermodal Logistics Platform in Southwestern Europe   | FO 3              | Multimodal                 | Mixed   | 100%                  | 14/04/2014        | 15/09/2020      | 7,576,522         | 35,766,385         |
| Multimodal            | 2014-ES-TM-0674-S | Viability analysis on the harmonization of common data type categories for the road and public transport network (HARMONY)   | FO 2              | Innovation                 | Studies | 50%                   | 01/11/2015        | 31/10/2018      | 322,093           | 644,185            |
| Multimodal            | 2014-EU-TM-0686-S | e-Freight Implementation Action (e-Impact)   | FO 2              | Innovation                 | Studies | 34%                   | 01/07/2015        | 30/06/2018      | 663,000           | 1,326,000          |
| Multimodal            | 2014-EU-TM-0732-S | CORE LNGas hive - Core Network Corridors and Liquefied Natural Gas   | FO 2              | Innovation                 | Studies | 17%                   | 01/01/2014        | 31/12/2020      | 2,830,140         | 5,660,279          |
| Multimodal            | 2014-FR-TM-0266-S | ARMIS : Air Rail rapid Metro Interconnection System  | FO 3              | Nodes of the Core Network  | Studies | 100%                  | 01/10/2014        | 30/09/2017      | 31,278,264        | 62,556,527         |
| Multimodal            | 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                                | FO 3              | Multimodal                 | Studies | 100%                  | 01/04/2014        | 31/03/2018      | 3,281,478         | 6,562,955          |
| Multimodal            | 2015-PT-TM-0385-S | Studies for the RailRoad accessibility to Port of Leixões  | FO 3              | Multimodal                 | Studies | 100%                  | 31/10/2016        | 30/04/2018      | 750,000           | 1,500,000          |
| Multimodal            | 2016-ES-TA-0278-S | Study of gauges in Railway Corridors for "Rail Motorways" services   | FO 2              | Freight Transport Services | Studies | 44%                   | 01/07/2017        | 31/12/2020      | 330,000           | 660,000            |

| Transport Mode          | Project Code      | Title  | Funding Objective | Priority                           | Type    | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding    | Actual Costs       |
|-------------------------|-------------------|--|-------------------|------------------------------------|---------|-----------------------|-------------------|-----------------|-------------------|--------------------|
| Multimodal              | 2016-EU-TA-0193-S | Atlantic Rail Motorway: Modal shift of all types of semi-trailers on the Atlantic corridor   | FO 2              | Freight Transport Services         | Studies | 95%                   | 08/02/2017        | 31/12/2020      | 5,027,875         | 10,055,750         |
| Multimodal              | 2016-FR-TA-0144-W | Improvement of freight services between Bordeaux and Dax – first phase between Morcenx and Dax   | FO 2              | Freight Transport Services         | Works   | 100%                  | 07/02/2017        | 30/06/2020      | 8,450,000         | 42,250,000         |
| Multimodal              | 2016-FR-TM-0040-S | 14@ORY: Streamlining services & facilities of Paris metro line 14 up to its future Paris Orly Airport connection   | FO 3              | Nodes of the Core Network          | Studies | 100%                  | 01/07/2017        | 30/11/2020      | 666,000           | 1,332,000          |
| <b>Multimodal Total</b> |                   |  |                   |                                    |         |                       |                   |                 | <b>61,270,347</b> | <b>168,788,964</b> |
| Rail                    | 2014-DE-TM-0138-M | Upgraded line 23 Saarbrücken – Ludwigshafen (POS Nord), Upgrade of the Neustadt – Boehl-Iggelheim and Landstuhl – Kaiserslautern route sections for v = 200 km/h, implementation of ETCS (European Train Control System) | FO 1              | Core Network Corridors             | Mixed   | 100%                  | 01/01/2014        | 31/12/2019      | 26,931,800        | 128,869,000        |
| 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         | FO 1              | Core Network Corridors             | Works   | 100%                  | 01/01/2014        | 31/12/2019      | 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   | FO 1              | Other sections of the Core Network | Works   | 100%                  | 01/12/2015        | 30/12/2018      | 18,075,894        | 90,379,470         |

| Transport Mode | Project Code      | Title   | Funding Objective | Priority                           | Type    | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs  |
|----------------|-------------------|---|-------------------|------------------------------------|---------|-----------------------|-------------------|-----------------|----------------|---------------|
| Rail           | 2014-ES-TM-0448-W | Bilbao-Pamplona-Zaragoza-Sagunto. Section Basauri – Elorrio. Superstructure and installations works and services for follow-up works  | FO 1              | Other sections of the Core Network | Works   | 100%                  | 01/05/2016        | 31/12/2019      | 21,129,823     | 105,649,116   |
| Rail           | 2014-ES-TM-0512-W | Upgrade of Spanish High Speed Lines to version 2.3.0.d. of ERTMS (ETCS+GSMR) 2nd Phase  | FO 1              | ERTMS                              | Works   | 22%                   | 01/04/2014        | 31/12/2018      | 921,800        | 1,843,600     |
| Rail           | 2014-ES-TM-0514-W | ERTMS deployment on the section Valladolid – Burgos   | FO 1              | ERTMS                              | Works   | 100%                  | 30/05/2014        | 31/12/2019      | 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                                | FO 1              | Core Network Corridors             | Works   | 50%                   | 01/05/2015        | 31/03/2018      | 5,387,279      | 17,957,597    |
| 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” | FO 1              | Rail interoperability              | Studies | 100%                  | 01/01/2016        | 31/12/2020      | 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   | FO 1              | Core Network Corridors             | Mixed   | 100%                  | 01/01/2014        | 31/12/2019      | 459,296,701    | 1,147,441,753 |
| 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   | FO 1              | Projects on Core and Comprehensive | Studies | 100%                  | 01/01/2014        | 31/12/2017      | 2,574,000      | 5,148,000     |



| Transport Mode | Project Code      | Title  | Funding Objective | Priority                           | Type    | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|----------------|-------------------|--|-------------------|------------------------------------|---------|-----------------------|-------------------|-----------------|----------------|--------------|
| Rail           | 2014-FR-TA-0506-W | Rail2Bordeaux - Rail connections to the port of Bordeaux, maritime node of the Atlantic Corridor   | FO 1              | Projects on Core and Comprehensive | Works   | 100%                  | 01/01/2015        | 30/06/2018      | 6,476,837      | 27,881,411   |
| Rail           | 2014-FR-TM-0463-S | New high-speed line between Bordeaux and Dax   | FO 1              | Core Network Corridors             | Studies | 100%                  | 01/01/2016        | 31/12/2019      | 52,480,000     | 104,960,000  |
| Rail           | 2014-FR-TM-0534-M | Modernisation de la ligne Serqueux-Gisors  | FO 1              | Core Network Corridors             | Mixed   | 100%                  | 01/01/2014        | 31/12/2019      | 71,031,876     | 229,630,448  |
| 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) | FO 1              | Core Network Corridors             | Mixed   | 100%                  | 07/04/2014        | 31/12/2019      | 127,716,151    | 315,446,963  |
| Rail           | 2014-PT-TM-0628-S | Studies for the Rail connection Aveiro-Vilar Formoso, within the Atlantic Corridor   | FO 1              | Core Network Corridors             | Studies | 100%                  | 17/08/2015        | 31/03/2018      | 2,216,528      | 4,433,056    |
| 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   | FO 1              | ERTMS                              | Works   | 6%                    | 16/02/2016        | 31/12/2020      | 1,494,867      | 3,104,596    |
| Rail           | 2015-ES-TM-0118-W | ERTMS (ETCS+GSMR) deployment on Atlantic Corridor. Section Vitoria – Bilbao – San Sebastián  | FO 1              | ERTMS                              | Works   | 100%                  | 14/08/2017        | 31/12/2020      | 11,652,500     | 23,305,000   |
| Rail           | 2015-ES-TM-0173-S | ATLANTIC CORRIDOR. HIGH-SPEED RAIL SINES/LISBOA - MADRID. MADRID URBAN NODE. STUDIES OF IMPROVED AND INTERMODAL ADAPTING OF CHAMARTÍN STATION AND HSL ACCESS TO MADRID AIRPORT   | FO 3              | Nodes of the Core Network          | Studies | 100%                  | 01/05/2016        | 30/06/2018      | 500,000        | 1,000,000    |

| Transport Mode    | Project Code       | Title   | Funding Objective | Priority                  | Type    | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding       | Actual Costs         |
|-------------------|--------------------|---|-------------------|---------------------------|---------|-----------------------|-------------------|-----------------|----------------------|----------------------|
| Rail              | 2015-ES-TM-0181-S  | Atlantic Corridor. High-speed rail Sines/Lisboa - Madrid. Madrid urban node. Study of the Railway Complex of Atocha Station (Phase 2) | FO 3              | Nodes of the Core Network | Studies | 100%                  | 01/12/2016        | 31/12/2019      | 1,100,000            | 2,200,000            |
| Rail              | 2015-FR-TM-0164-S  | PARIS CHARLES-DE-GAULLE AIRPORT : DEVELOPMENTS AT THE TGV RAIL STATION - Works preparation phase                                      | FO 3              | Nodes of the Core Network | Studies | 100%                  | 01/09/2016        | 28/02/2019      | 1,775,000            | 3,550,000            |
| Rail              | 2015-PT-TM-0382-S  | Studies for the International South corridor (Sines/Setúbal/Lisbon-Caia)  | FO 1              | Core Network Corridors    | Studies | 100%                  | 29/04/2016        | 16/11/2018      | 2,494,750            | 2,935,000            |
| Rail              | 2015-PT-TM-0395-M  | Beira Alta line (Pampilhosa-Vilar Formoso): detailed design and works   | FO 1              | Core Network Corridors    | Mixed   | 100%                  | 30/01/2017        | 30/12/2020      | 375,860,046          | 547,741,250          |
| Rail              | 2016-ES-TM-0271-S  | Remodelling of the Madrid Chamartin railway complex to adapt it to high speed services  | FO 3              | Nodes of the Core Network | Studies | 100%                  | 07/02/2017        | 31/12/2020      | 1,600,000            | 3,200,000            |
| Rail              | 2016-FR-TM-0180-S  | RELIEVING CONGESTION AT THE RAILWAY JUNCTION SOUTH OF BORDEAUX  | FO 3              | Nodes of the Core Network | Studies | 100%                  | 07/02/2017        | 31/12/2020      | 8,519,111            | 17,038,222           |
| Rail              | 2016-PT-TMC-0059-M | Ligação Ferroviária Sines/Elvas (Espanha): Trço Évora-Caia - 2.ª Fase   | FO 1              | Core Network Corridors    | Mixed   | 100%                  | 20/07/2017        | 31/12/2021      | 55,839,020           | 73,059,035           |
| Rail              | 2016-PT-TMC-0065-M | Ligação Ferroviária Sines/Elvas (Espanha): Trço Sines-Ermidas-Grândola (Obra)   | FO 1              | Core Network Corridors    | Mixed   | 100%                  | 30/06/2018        | 30/12/2022      | 33,736,125           | 44,139,899           |
| <b>Rail Total</b> |                    |   |                   |                           |         |                       |                   |                 | <b>1,319,247,617</b> | <b>2,971,585,305</b> |
| Road              | 2014-EU-TM-0196-S  | FAST-E (DE/BE)  | FO 2              | Innovation                | Studies | 15%                   | 01/09/2014        | 30/09/2018      | 1,313,978            | 2,627,955            |
| Road              | 2014-EU-TM-0597-W  | Arc Atlantique Corridor Phase II  | FO 3              | ITS                       | Works   | 50%                   | 01/01/2014        | 31/12/2017      | 11,515,931           | 57,579,655           |
| Road              | 2014-EU-TM-0630-S  | Connect2LNG   | FO 2              | Innovation                | Studies | 40%                   | 01/10/2015        | 31/12/2018      | 1,818,500            | 3,637,000            |
| Road              | 2014-EU-TM-0729-S  | Boosting Energy Sustainable fuels for freight Transport in European motorWays (BESTWay)   | FO 2              | Innovation                | Studies | 80%                   | 01/09/2014        | 30/06/2018      | 3,085,307            | 6,170,614            |
| Road              | 2014-FR-TA-0519-S  | EAS-HyMob   | FO 2              | Innovation                | Studies | 21%                   | 01/01/2016        | 31/12/2018      | 850,028              | 1,700,055            |

| Transport Mode | Project Code      | Title  | Funding Objective | Priority                           | Type    | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding | Actual Costs |
|----------------|-------------------|--|-------------------|------------------------------------|---------|-----------------------|-------------------|-----------------|----------------|--------------|
| Road           | 2014-FR-TM-0625-W | Elimination of level crossings 508 and 509 between Cenon and Lagrave d'Ambares                       | FO 2              | Safe and secure infrastructure     | Mixed   | 100%                  | 01/01/2015        | 31/12/2019      | 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 | FO 2              | Innovation                         | Works   | 47%                   | 16/02/2016        | 31/12/2018      | 231,475        | 1,157,375    |
| Road           | 2015-ES-TM-0079-S | SOLRED C-ITS Monitoring Network (SolC-ITS)   | FO 3              | ITS                                | Studies | 58%                   | 01/03/2016        | 30/06/2019      | 525,190        | 1,050,380    |
| Road           | 2015-EU-TM-0409-S | CIRVE Project  | FO 2              | Innovation                         | Studies | 50%                   | 01/07/2016        | 31/12/2020      | 880,808        | 1,761,616    |
| Road           | 2015-EU-TM-0422-S | LNG motion: Fuelling trucks with LNG/CNG along the core network                                      | FO 2              | Innovation                         | Studies | 18%                   | 16/02/2016        | 31/12/2020      | 4,997,718      | 9,995,436    |
| Road           | 2015-PT-TM-0031-W | Deployment of autogas refuelling stations in different metropolitan areas between Spain and Portugal | FO 2              | Innovation                         | Works   | 100%                  | 16/02/2016        | 31/12/2018      | 654,500        | 770,000      |
| Road           | 2015-PT-TM-0433-S | CIRVE_PT   | FO 2              | Innovation                         | Studies | 100%                  | 01/07/2016        | 31/12/2020      | 1,282,389      | 1,508,693    |
| Road           | 2016-DE-TM-0332-S | LNG4Trucks   | FO 2              | Innovation                         | Studies | 7%                    | 07/02/2017        | 31/12/2020      | 670,960        | 1,341,920    |
| Road           | 2016-EU-TA-0348-W | Cross-Border Road Link in the Atlantic Corridor: A25-IPS Vilar Formoso - A-62 Fuentes de Oñoro       | FO 1              | Projects on Core and Comprehensive | Works   | 100%                  | 07/02/2017        | 31/12/2019      | 2,808,932      | 28,089,323   |
| Road           | 2016-EU-TM-0121-W | High speed electric mobility across Europe   | FO 2              | Innovation                         | Works   | 12%                   | 01/07/2017        | 31/12/2020      | 1,220,160      | 6,100,800    |
| Road           | 2016-EU-TM-0126-S | ECO-GATE: European COrridors for natural GAs Transport Efficiency                                    | FO 2              | Innovation                         | Studies | 57%                   | 07/02/2017        | 31/12/2019      | 5,620,438      | 11,240,875   |
| Road           | 2016-EU-TM-0316-W | Arc Atlantique Phase 3   | FO 3              | ITS                                | Works   | 18%                   | 01/03/2017        | 31/12/2020      | 2,339,364      | 11,696,819   |
| Road           | 2016-EU-TM-0337-S | E-VIA – FLEX-E mobility in ES, FR, IT  | FO 2              | Innovation                         | Studies | 21%                   | 01/07/2017        | 31/12/2019      | 702,450        | 1,404,900    |
| Road           | 2017-DE-TM-0064-W | EUROP-E: European Ultra-Charge Roll Out Project - Electric   | FO 2              | Innovation                         | Works   | 18%                   | 15/07/2017        | 31/12/2021      | 7,038,968      | 35,194,841   |
| Road           | 2017-EU-TM-0068-W | MEGA-E: Metropolitan Greater Areas - Electric  | FO 2              | Innovation                         | Works   | 8%                    | 01/08/2017        | 31/12/2021      | 2,344,026      | 11,720,132   |
| Road           | 2017-FR-TM-0034-W | Blue Stations Network  | FO 2              | Innovation                         | Works   | 20%                   | 12/07/2017        | 31/12/2020      | 1,091,000      | 5,455,000    |

| Transport Mode    | Project Code | Title | Funding Objective | Priority | Type | Actual Corridor Share | Actual Start Date | Actual End Date | Actual Funding    | Actual Costs       |
|-------------------|--------------|-------|-------------------|----------|------|-----------------------|-------------------|-----------------|-------------------|--------------------|
| <b>Road Total</b> |              |       |                   |          |      |                       |                   |                 | <b>53,811,533</b> | <b>213,154,447</b> |



