## FRANCE:

France has 5 Core Network Corridors crossing its country:

The **Mediterranean Corridor** links the Iberian ports of Algeciras, Cartagena, Valencia, Tarragona and Barcelona through Southern France, with link to Marseille, and Lyon to Northern Italy, Slovenia and a branch via Croatia to Hungary and the Ukrainian border. It covers rail and road, airports, ports, RRT's and, in Northern Italy, also the Po river inland waterway. The key projects are UIC standard gauge railway lines in Spain, the Lyon –Turin railway tunnel and the Karst crossing Trieste/Koper – Ljubljana.

The **Rhine-Alpine Corridor** connects the North Sea ports of Antwerp, Rotterdam and Amsterdam along the Rhine valley via Basel to Milan and the Italian port of Genova. It covers rail, road, airports, ports, RRT's and the Rhine as inland waterway. The key projects are the Alpine base tunnels Gotthard and Lötschberg and their access lines.

The **Atlantic Corridor** links the Spanish and Portuguese ports Algeciras, Sines, Lisbon, Porto and Bilbao through western France and, with a link from Le Havre and Rouen, to Paris and further east to Mannheim and Strasbourg. It covers rail, road, airports, ports, RRT's and the Seine as inland waterway. A main objective is enhancing railway interoperability by gauge change to UIC standard on the Iberian Peninsula.

The **North Sea-Mediterranean Corridor** stretches from Belfast and the Irish ports of Cork and Dublin, as well as from the northern UK ports Glasgow and Edinburgh through Belgium, with a branch from Amsterdam and Rotterdam, via Luxembourg to Strasbourg and Basel and via Lyon to the southern French ports of Fos/Marseille. It covers rail, road, airports, ports, RRT's and the Dutch-Belgian inland waterway system as well as the Rhône river. The key project is the Seine-Escaut inland waterway.

The **Rhine-Danube Corridor,** connects Strasbourg and Mannheim via two parallel axes in southern Germany, one along Main and Danube, the other one via Stuttgart and Munich, and with a branch to Prague and Zilina to the Slovak-Ukrainian border, through Austria, Slovakia and Hungary to the Romanian ports of Constanta and Galati. It covers rail, road, airports, ports, RRT's and the inland waterway system of Main, Main-Danube Canal, the entire Danube downstream of Kelheim and the Sava river. The key projects are removing the bottlenecks along the inland waterways and the railway sections Stuttgart – Ulm and München – Freilassing.

The corridors and key projects which contribute to completing them are set out on the following page.

### What are the key benefits?

The multimodal TEN-T Core Network with the Core Network Corridors will strongly contribute to European cohesion and strengthen the internal market. A more competitive economy will produce higher employment. Enhanced multimodality on a better rail, inland waterways and maritime infrastructure within the multimodal TEN-T, as well as innovative technologies in the field of transport, will induce modal shift, reduce congestion on road, cut emissions of greenhouse and polluting gases and boost transport safety and security.

### The new infrastructure policy in Europe

Transport is vital to the European economy, without good connections Europe will not grow or prosper. The new European infrastructure policy will put in place a powerful European transport network across 28 Member States, connected to neighbouring countries and the rest of the world, to promote growth and competitiveness. It will connect East with West and replace today's transport patchwork with a network which is genuinely European.

The new policy triples EU financing to 26 € billion for transport in the period 2014 – 2020, at the same time it refocuses transport financing on a tightly defined core network. The core network will form the backbone for transportation in Europe's Single Market. By 2030, it will remove bottlenecks, upgrade infrastructure and streamline cross border transport operations for passengers and businesses throughout the EU. Its implementation will be pushed ahead by the setting up of 9 major transport corridors that will bring together Member States and stakeholders and will allow to concentrate tight resources and to achieve results.

The new TEN-T core network will be supported by a comprehensive network of routes, feeding into the core network at regional and national level. The aim is to ensure that progressively, throughout the entire EU, the TEN-T will contribute to enhancing internal market, strengthening territorial, economic and social cohesion and reducing greenhouse gas emissions.

Taken as a whole, the new transport network will deliver:
- safer and less congested travel
- smoother and quicker journeys
- as well as less impact on the climate.

**Projects that could receive financing from the "Connecting Europe Facility" (CEF):**

Taking into account the long-distance benefits of improvements in a corridor, the following tables comprise, apart from projects in the country concerned, also measures in corridor sections beyond its borders.

**Mediterranean**

| | | |
|---|---|---|
| Barcelona - Perpignan | Rail | cross-border section, works ongoing, new line completed by 2015, upgrading existing line (gauge, sidings, platforms) |
| Perpignan - Montpellier | Rail | bypass Nîmes - Montpellier to be operational in 2017, Montpellier - Perpignan for 2020 |
| Lyon | Rail | Relieving Lyon bottlenecks: studies and works |
| Lyon – Avignon – Marseille | Rail | upgrading |
| Lyon - Torino | Rail | cross-border section, works base tunnel ; studies and works access routes |

**Atlantic**

| | | |
|---|---|---|
| Rail Connection Bergara - San Sebastián - Bayonne | Rail | completion expected in ES by 2016, in FR by 2020 |
| Bayonne - Bordeaux | Rail | ongoing public consultation |
| Bordeaux - Tours | Rail | works ongoing |

| | | |
|---|---|---|
| Paris | Rail | southern high-speed bypass |
| Baudrecourt - Mannheim | Rail | upgrading |
| Baudrecourt - Strasbourg | Rail | works ongoing, to be completed 2016 |
| Le Havre - Paris | IWW | Upgrading |
| Le Havre - Paris | Rail | Studies, upgrading |
| Le Havre | Port, Rail | Studies and works on port capacity, MoS and interconnections |

**North Sea – Mediterranean**

| | | |
|---|---|---|
| Dunkerque | Port | Further development of multimodal platforms and interconnections |
| Calais - Paris | Rail | preliminary studies |
| Canal Seine Nord; Seine - Escaut | IWW | studies and works; upgrading including cross-border and multimodal connections |
| Dunkerque – Lille | IWW | studies ongoing |
| Brussel/Bruxelles - Luxembourg - Strasbourg | Rail | works ongoing |
| Strasbourg - Mulhouse - Basel | Rail | upgrading |
| Rail Connections Luxembourg - Dijon - Lyon (TGV Rhin - Rhône) | Rail | studies and works |
| Lyon | Rail | eastern bypass: studies and works |
| Canal Saône - Moselle/Rhin | IWW | preliminary studies ongoing |
| Rhône | IWW | upgrading |
| Port of Marseille-Fos | Port | interconnections and multimodal terminals |
| Lyon - Avignon - Port de Marseille - Fos | Rail | upgrading |

**Rhine – Danube**

| | | |
|---|---|---|
| Rail connection Strasbourg - Kehl Appenweier | Rail | works interconnection Appenweier |

| | | | |
|---|---|---|---|
| Marseille – Toulon – Nice – Ventimiglia - Genova | Other Core Network | Rail | studies high-speed |
| Nantes - Tours - Lyon | Other Core Network | Rail | studies and works |
| Bordeaux – Toulouse | Other Core Network | Rail | studies high-speed |