



# Study on the Atlantic TEN-T Core Network Corridor

*3<sup>rd</sup> Phase*

*Project Implementation Report 1/2022*



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STUDIES ON THE TEN-T CORE NETWORK CORRIDORS AND SUPPORT OF THE EUROPEAN COORDINATORS, 3<sup>rd</sup> Phase

Lot 7, Atlantic Corridor

Project Implementation Report 1/2022

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## Abbreviations

ATL	Atlantic Core Network Corridor
CBA	Cost-Benefit analysis
CEF	Connecting Europe Facility
CF	Corridor Forum
CNC	Core Network Corridor according to Regulation (EU) 1316/2013
DE	Germany
DG MOVE	European Commission – Directorate General for Mobility and Transport
EC	European Commission
EIA	Environmental Impact Assessment
ERTMS	European Rail Traffic Management System
ES	Spain
EU	European Union
FR	France
GDP	Gross Domestic Product
GPSO	Grand Project ferroviaire du Sud-Ouest
IFI	International Financial Institutions
INEA	Innovation and Networks Executive Agency
IWW	Inland waterway
HS	High-speed line
km	kilometre
KPI	Key Performance Indicator
m	metre
mln	Million
MMTMS	Multimodal Transport Market Study
MoS	Motorway(s) of the Sea
MS	Member States of the European Union
MS	Member States of the European Union
n.a.	not available / not applicable
p.a.	per year / annual
PL	Project List
PT	Portugal
RFC	Rail Freight Corridor
RRT	Rail-Road Terminal
SEA	Strategic Environmental Assessment
TEN-T	Trans-European Transport Network
TENtec	Information system of the European Commission to coordinate and support the TEN-T Policy
ToR	Terms of reference
UIC	International
WG	Working group

## 1 Introduction & Scope

The present report is the eight Project Implementation Report – 1st Project Implementation Report of 2022 - issued in the framework of Task 3 activities of Tender Specifications and Contract, for the III phase of Studies on the TEN-T Core Network Corridors.

Task 3 relies on the requirement that along with a biannual update on the entire project list and the Work Plan of the European Coordinators, there should be a more frequent status analysis of the projects, which will allow the Commission and the Coordinator to counteract in case of inconsistencies and delays. Therefore, the implementing stages of projects and their financing shall be monitored twice a year throughout the study phases III and IV (June 2018 – May 2022).

The present report is based on the methodology used to monitor the implementation of corridor projects in the framework of Task 3.1, 3.2 and 3.3 reported in the first Project Implementation Report (1/2018). It presents the results of the analysis on the monitoring, based on the 2021 ATL Project List formally updated and transmitted to the Commission.

The report is one of the formal deliverables due in May 2022, reflecting the latest stakeholders' updates for maturity in March 2022. This is the third PIR reflecting the corridor extensions as defined in CEF-2 Regulation, with the inclusion of new sections in Spain, France, Portugal and Ireland in the ATL and after the initial adjustments to the projects thereof. It is prepared on the basis of the agreed methodology (chapter 1.1 of the Project Implementation report 1/18) and includes the presentation of the results obtained from the monitoring process. In order to present comparable results across the nine Core Network Corridors, the analysis presented in this report was agreed upon by all nine Core Network Corridors.

This report is accompanied by the updated Atlantic PL, including the User-Friendly Tool to analyse it.

## 2 Monitoring of Project Maturity

The following chapter presents the results from the monitoring of the project maturity - obtained following the application of the methodology presented in the first Project Implementation Report - where two parameters are relevant:

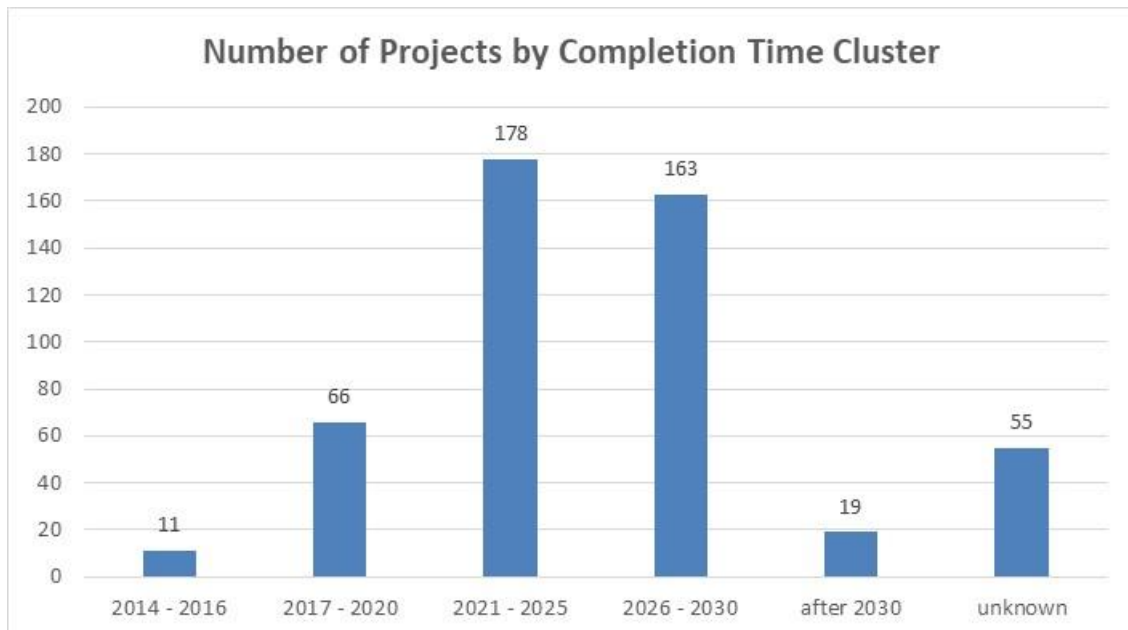
- The number of projects by completion time cluster and
- Other project maturity parameters.

The results showed below are based on the 2021 ATL Project List, updated in March 2022 for maturity criteria, reflecting projects completed until December 2021. The chapter contains the last data available and a comparison with historic data.

### 2.1 Completion Time Cluster

The most important “maturity” parameter is the project completion, where the following figure visualises the number of projects by envisaged completion time cluster.

**Figure 2-1: Number of Projects by Completion Time Cluster (Status of 03/2022)**



Source: *Project List 2021 of ATL CNC*

By the reporting date, 492 projects are included in the Atlantic Project list, 84 had already been completed since the adoption of the TEN-T Guidelines - namely from 2013 up to March 2022, most of those referring to studies or studies and works. Other 178 will be completed by 2025 and 163 by 2030 - the target date of the Regulation. However, 19 projects are expected to be completed only after that target year and for 55 projects the completion end date is “not known”.

Of the projects listed for after 2030 it is included the high-speed network Lisboa-Évora, including the third crossing of the Tejo river in Lisboa, part of the Lisboa-Madrid high speed line. Another relevant project also to be completed after 2030 is the GPSO branch

connecting Bordeaux to the Spanish border (section from Dax to the border) which is not included in the MS plans before 2037.

As already noted in the previous PIR with the completion of the Évora-Mérida project by 2023, a significant boost in the connection Lisboa-Madrid is expected. Although this is not in full compliance with the Regulation (which foresees a high-speed line), it allows for the start of a new direct (and adequate speed) operation of services between the two capital cities.

It should be noted that the previous PIR 2/2021, referring to data by June 2021, included a total of 498 projects, while currently it includes 492 projects. This reflects the deactivation of six projects in France which studies have been concluded.

As presented in the following table, it is also important to note that the number of completed projects in the 2017-2020 period decreased from 75 projects in the previous PIR to 66 in the current reporting period. This results from the six deactivated projects as well as from the postponement of projects to the period 2021-2025. In turn, the number of projects expected to be completed by 2030 increased from 140 to 163 projects.

The six projects deactivated in France are:

- 7133 Restoring the environmental continuity with the construction of fish passes on the downstream Seine (Seine-Scheldt inland waterway)
- 7138 Rehabilitating of the rail bridge at Maisons Lafitte (Seine-Scheldt inland waterway)
- 7402 User services (Seine-Scheldt inland waterway)
- 7420 Developing short sea shipping lines
- 7269 Studies of river access to Port 2000
- 7142 Creating a second lock at Varennes-sur-Seine (Seine-Scheldt inland waterway)

**Figure 2-2: Evolution of Maturity criteria “expected completion time” since the first Implementation Report**

Report N°	1/2018	1/2019	2/2019	1/2020	2/2020	1/2021	2/2021	1/2022
Reporting Date	09/2018	05/2019	10/2019	04/2020	10/2020	05/2021	10/2021	04/2022
List Status	11/2017	12/2018	06/2019	12/2019	06/2020	12/2020	06/2021	12/2021
2014 - 2016	11	11	11	11	11	11	11	11
2017 - 2020	132	109	100	95	94	78	75	66
2021 - 2025	46	102	103	107	107	197	194	178
2026 - 2030	47	82	81	83	83	140	140	163
after 2030	6	9	8	10	10	15	16	19
unknown	51	63	63	56	56	60	62	55
Total	293	376	366	362	361	497	498	492
Thereof Completed	26	36	38	47	51	58	91	85

Source: 2017, 2018, 2019, 2020 and 2021 Project Lists of Atlantic CNC

As the update of the Project List every two years will lead to a modification of the number of projects, two graphical outputs are needed: the absolute figures showing the quantity of projects and the standardised figure (showing the relative share cumulating to 100%).

The graph presents the number of projects per completion time cluster and the number of completed projects.

Since the last report in November 2021, the following evolutions can be remarked:

- The reduction in the number of projects from 498 to 492 in result of the deactivation of six projects in France, as above mentioned
- There is no change in the number of completed projects

As mentioned in the past PIR, it is important to bear in mind that despite the increase of 29 completed projects from PIR 1/2021 to 2/2021 in reality only 5 of those 29 projects were completed between December 2020 and June 2021. The other 24 projects were concluded in late 2020, but only updated by stakeholders later.

It is worth noting that while not yet included in this recent update of the Project List, by the time of submitting this PIR, the line Venta de Baños (Palencia) – Burgos HSL creating the Madrid – Burgos high-speed connection on the North line has entered in operation (27<sup>th</sup> July). The project is part of the Venta de Baños – Burgos – Vitoria / French Border high-speed line project co-financed by the European Union through the 2014-2020 European Regional Development Fund (ERDF) under the, through Pluri-Regional Operational Programme and by the Connecting Europe Facility for the ERTMS installation on the Valladolid – Burgos section.

Despite the large efforts in the project list update with stakeholders, the number of projects for which the completion time is not known is still high, corresponding to 11% of the projects (slight decrease compared past two periods where the share of “unknowns” was 12%).

The number of projects with conclusion date 2020 was reduced compared with the previous PIR's (from 75 to 66 projects), which is due both to the six deactivated projects and with the postponement of the end dates of projects. For instance “C-Roads France” (Project 7058), C-Roads Portugal (7510) and the “Requalification and signalling of the rail extension of Terminal XXI in Sines” (7262) had their end dates postponed to 12/2021, while the “Badajoz RRT” (7069) had its completion delayed to 09/2022. A large number of CEF actions have been extended one year further in result of the delays caused by the Covid-19 pandemics.

However, additional projects have also seen their start/end date postponed. Twenty-three projects had their end dates postponed, though 14 were postponed by a maximum of 12 months and not compromising the 2030 deadline for completion of the TEN-T core network. Nonetheless 3 projects changed the end date to after 2030:

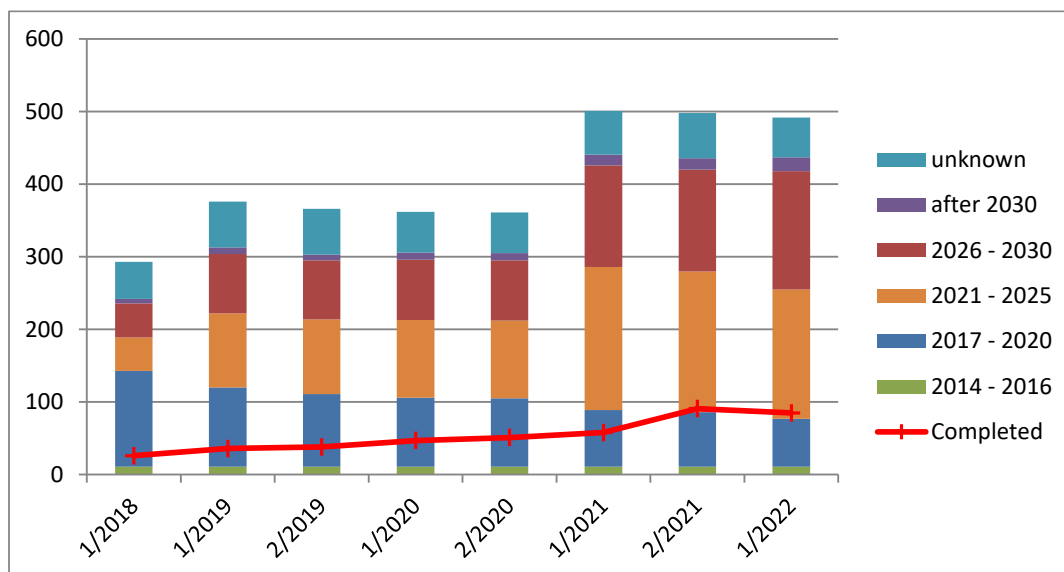
- Upgrade “Atlantic” container terminal, Grand Port Maritime du Havre (project 7705)
- Rehabilitation of the North Container Terminal at the Port of Leixões (project 7517)
- Nova Linha Porto - Lisboa – Section Carregado - Lisboa Oriente (project 7567)

The following projects were delayed by more than 12 months:



- 7257 – Lisbon airport rehabilitation & 7258 – Porto airport upgrade, end dates postponed from 12/2025 to 12/2029<sup>1</sup>;
- 7566 – Shore-to-ship Power Supply in the Eastern Terminals and the Lisbon Cruise Terminal, end date postponed from 12/2023 to 12/2025;
- 6326 – Design and equipment of ERTMS for six cross-border sections and three gap closings, end date postponed from 12/2022 to 12/2029.

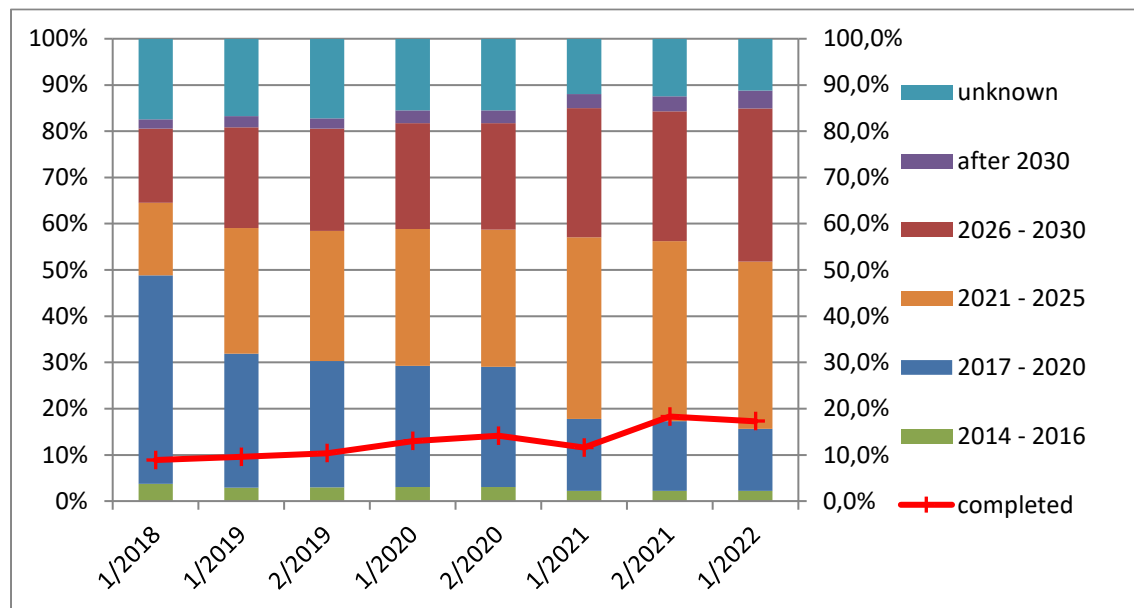
**Figure 2-3: Evolution of Maturity criteria “expected completion time” since the first Implementation Report (No. of projects)**



Source: 2017, 2018, 2019, 2020 and 2021 Project Lists of Atlantic CNC

<sup>1</sup> In reality stakeholder is adding more components to the project investments rather than postponing deadlines

**Figure 2-4: Evolution of Maturity criteria “expected completion time” since the first Implementation Report (Share of projects)**



Source: 2017, 2018, 2019, 2020 and 2021 Project Lists of Atlantic CNC

## 2.2 Detailed project maturity parameters

The analysis on the seven maturity parameters is carried out considering the following aspects for each reporting time:

- the total number of projects is provided (as a reference for orientation);
- the number of ongoing or planned projects is provided (clear marking of MM/YYYY which distinguished “completed” projects);
- for each parameter the number of projects for which that parameter is „not necessary” or has not been filled is counted;
- and consequently the number of “relevant” ongoing or planned projects can be deduced ( $B - C = D$ );
- for the relevant projects only the „highest” value class, e.g. “completed”, “concluded”, “approved” is counted;
- and finally, the Ratio  $E / D * 100$  can be calculated to demonstrate the maturity status per parameter.

**Figure 2-5: Status for Maturity Parameters of CNC Atlantic (No. of Projects)**

Report N°		1/2018	1/2019	2/2019	1/2020	2/2020	1/2021	2/2021	1/2022
Reporting Date		09/2018	05/2019	10/2019	04/2020	10/2020	05/2021	10/2021	04/2022
Parameter	Highest Value #	11/2017	12/2018	06/2019	12/2019	06/2020	12/2020	06/2021	12/2021
Total Project Of which ...		293	376	366	362	361	497	498	492
... completed		26	36	38	47	51	58	91	85
... ongoing or planned		267	340	328	315	310	439	407	407
Planning Stage	Relevant Concluded	224 69	213 110	226 149	230 147	231 143	401 179	385 185	339 187
Feasibility Stage	Relevant Concluded	139 48	203 82	186 82	195 86	195 82	386 118	368 122	298 130
Detailed Design, ...	Relevant Concluded	135 34	190 53	188 59	182 62	181 58	371 77	354 78	261 85
Land Acquisition	Relevant Completed	70 47	100 51	77 39	110 39	82 36	282 45	186 45	183 46
EIA	Relevant Approved	89 34	192 44	171 39	198 40	178 36	347 51	309 50	298 51
CBA	Relevant Performed	95 64	137 68	89 62	127 65	96 61	299 94	266 96	256 96
Final Approval	Relevant Approved	79 34	204 54	185 60	212 62	195 67	361 115	353 120	344 120

Source: 2017, 2018, 2019, 2020 and 2021 Atlantic Project Lists

The list presents the number of projects relevant for a certain parameter and the number of projects for which the “highest” maturity category is reached by the reporting time.

From the 492 projects in PIR 1/2022, 85 had already been completed until December 2021 (cut-off date) and 407 are ongoing or planned. It should be noted that some variations in the maturity criteria are affected not only by the deactivation of projects but also for a more accurate (although still far from being perfect) updates by stakeholders (i.e. from empty fields to concluded).

For 187 projects, the “planning stage” is concluded, 130 have passed the “feasibility” stage (8 more in comparison to the previous PIR) and 85 the “detailed design” stage (6 more).

Additionally, by December 2021, 96 projects had performed the corresponding CBA (equal to past PIR) and 120 projects are marked as with Final Approval by relevant governmental & administrative authorities (also the same number as in PIR 2/2021). Regarding the Environmental Impact Assessment, a total of 51 projects have concluded it 50 have the respective CBA in progress.

It also shall be noticed that most of the end date changes correspond to postponements from the initial end date provided by stakeholders, as seen above.

Moreover, as already noted in previous PIR’s, in a large number of projects differences found for maturity criteria are more related to accurate results introduced by

stakeholders rather than an effective progress. Nevertheless, we should point some progresses highlighted for the following maturity criteria:

Environmental Impact Assessment (EIA) / Detailed Design / Detailed Implementation Plan / Administrative Permits and Licences concluded

- 7735 - Rouen Est bypass

EIA approved

- 7735 - Rouen Est bypass

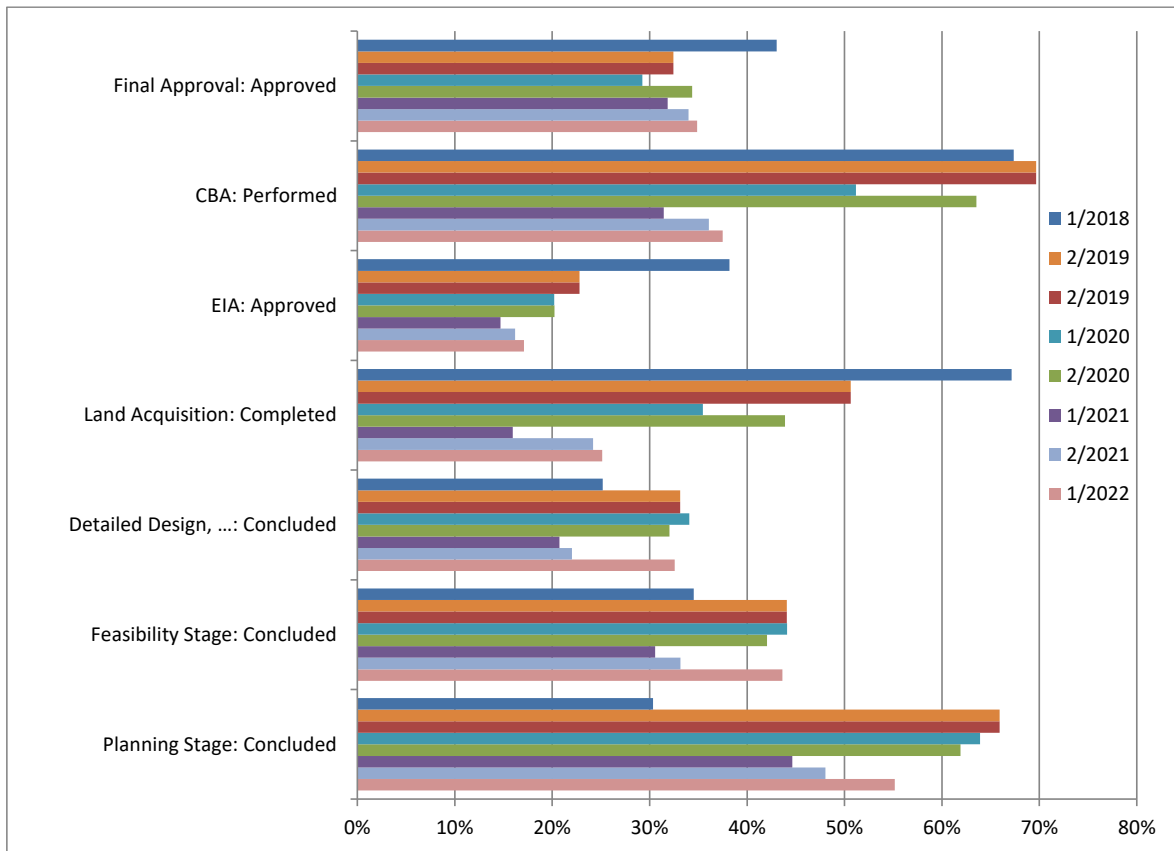
CBA performed / in course

- 7532 - Ocean Campus - Maritime Cluster
- 7650 - Improvement of the rail and road accessibility of the Port of Huelva and its connection with the hinterland
- 7651 - Developing rolling motorways in the Port of Huelva
- 7653 - Developing of alternative energy infrastructures in the Port of Huelva (OPS and clean alternative fuels)
- 7654- Implementation of the Huelva-Canarias line according to the new extension of the Atlantic Corridor

Final approval by governmental and administrative authorities

- 7650 - Improvement of the rail and road accessibility of the Port of Huelva and its connection with the hinterland
- 7651 - Developing rolling motorways in the Port of Huelva
- 7652 - Implementing new technologies and innovation in Port of Huelva
- 7653 - Developing of alternative energy infrastructures in the Port of Huelva (OPS and clean alternative fuels)
- 7735 - Rouen Est bypass

**Figure 2-6: Status and evolution of Maturity Parameters (Share of Projects with Highest Maturity by Parameter)**



Source: Analysis based on 2017, 2018, 2019, 2020 and 2021 Atlantic Project Lists

### 3 Monitoring of Project Finance

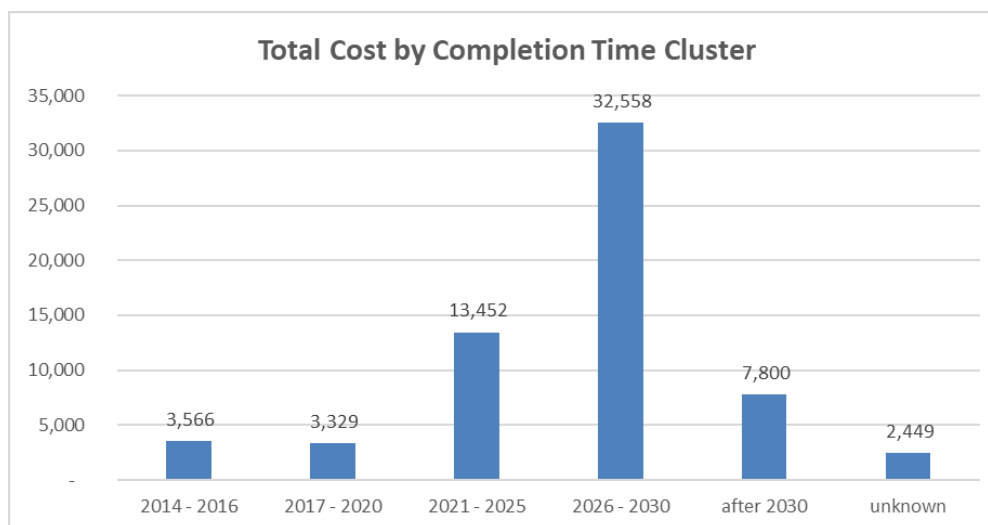
The following chapter presents the results of the monitoring of the project financial status where two groups of parameters are relevant:

- The total costs by completion time cluster and
- Other project finance parameters

#### 3.1 Completion Time Cluster

The most important “financing” parameter is the total project cost, where the following figure visualises the total costs by envisaged completion time cluster.

**Figure 3-1: Total Cost (in Million €) by Completion Time Cluster**



Source: Analysis based on 2017, 2018, 2019, 2020 and 2021 Atlantic Project Lists

**Figure 3-2: Evolution of Total Cost by completion time cluster since the first Implementation Report**

Report N°	1/2018	1/2019	2/2019	1/2020	2/2020	1/2021	2/2021	1/2022
Reporting Date	09/2018	05/2019	10/2019	04/2020	10/2020	05/2021	10/2021	04/2022
List Status	11/2017	12/2018	06/2019	12/2019	06/2020	12/2020	06/2021	12/2021
2014 - 2016	36	78	78	78	78	3 566 <sup>2</sup>	3 566	3 566
2017 - 2020	15 494	5 538	4 746	3 244	3 244	3 357	3 329	3 223
2021 - 2025	6 071	9 956	10 730	11 833	11 839	15 797	13 452	12 775
2026 - 2030	17 097	27 781	27 979	25 946	25 946	33 554	33 830	34 423
after 2030	N/A	1,232	1 132	6 771	6 771	7 638	7 800	8 171
unknown	4 968	3,772	3 716	960	960	1 632	2 449	2 340
Total	43 665	48 358	48 382	48 832	48 838	65 543	64 425	64 498
Thereof Completed	284	1 655	1 940	1 520	2 043	6 223	8 582	8 304

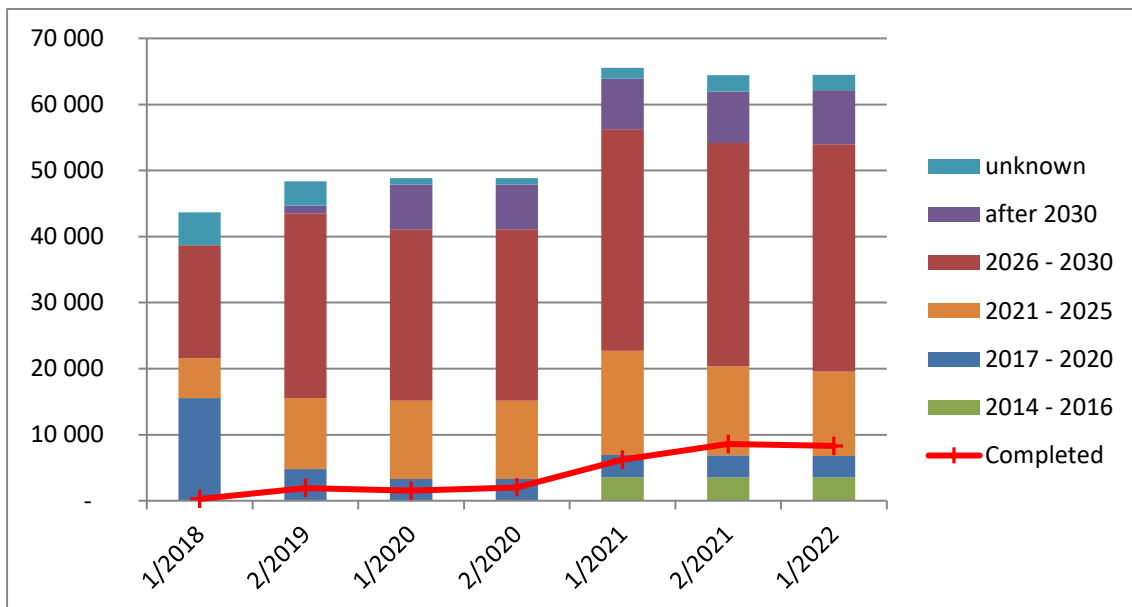
<sup>2</sup> This increase of €3,488M corresponds to the addition of projects 7668 (Venta de Baños-León rail line (High Speed)) and 7673 (Vigo-Santiago-A Coruña rail line) as part of the Corridor Extensions, having both been completed in 12/2015.

Source: Analysis based on 2017, 2018, 2019, 2020 and 2021 Atlantic Project Lists

The cost figures highlight that despite the relevant increase of budget figures referring to completed projects, the highest share of the costs is concentrated in the period 2026 to 2030, with an increase of €593M. Compared to the last PIR, the costs of projects with unknown end dates represent a decrease of €108M, while the total cost projects decreased by €278M.

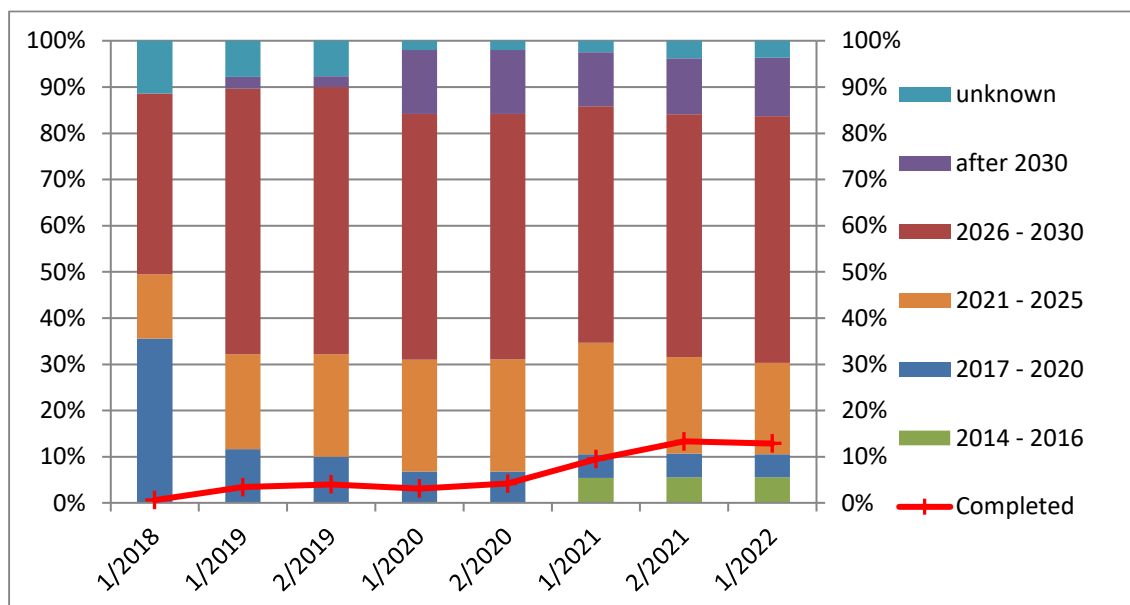
Since the last PIR, an update exercise with stakeholders in relation to maturity and financing aspects has been performed. This allowed to obtain new data or data updates for costs, which at the end are reflected in the changes that are showed in the table above.

**Figure 3-3: Evolution of Total Cost (in Million €) by completion time cluster since the first Implementation Report**



Source: Analysis based on 2017, 2018, 2019, 2020 and 2021 Atlantic Project Lists

**Figure 3-4: Evolution of Share of Total Cost by completion time cluster since the first Implementation Report**



Source: Analysis based on 2017, 2018, 2019, 2020 and 2021 Atlantic Project Lists

### 3.2 Other Project Finance Parameters

Unfortunately, this analysis still highlights the lack of maturity for many projects in the Atlantic Corridor, with the share of “open” financing source still of approximately 54%.

For the other 46% of projects for which financing sources are identified, State, Private and EU sources remain the main financing sources. Investment by regional and local authorities increased compared with the last PIR, though still far from the values planned at the end of 2017. Although this is also related with the different governmental organisation setup along the five corridor MS (i.e. powers and financial resources in regions), a relevant topic for discussion in a future working group on regions could be focused on how to increase the role of regions in the financing of relevant projects. It is important to point out that State financing remain at the same level as in PIR 2/2020, while all other sources of financing increased again.

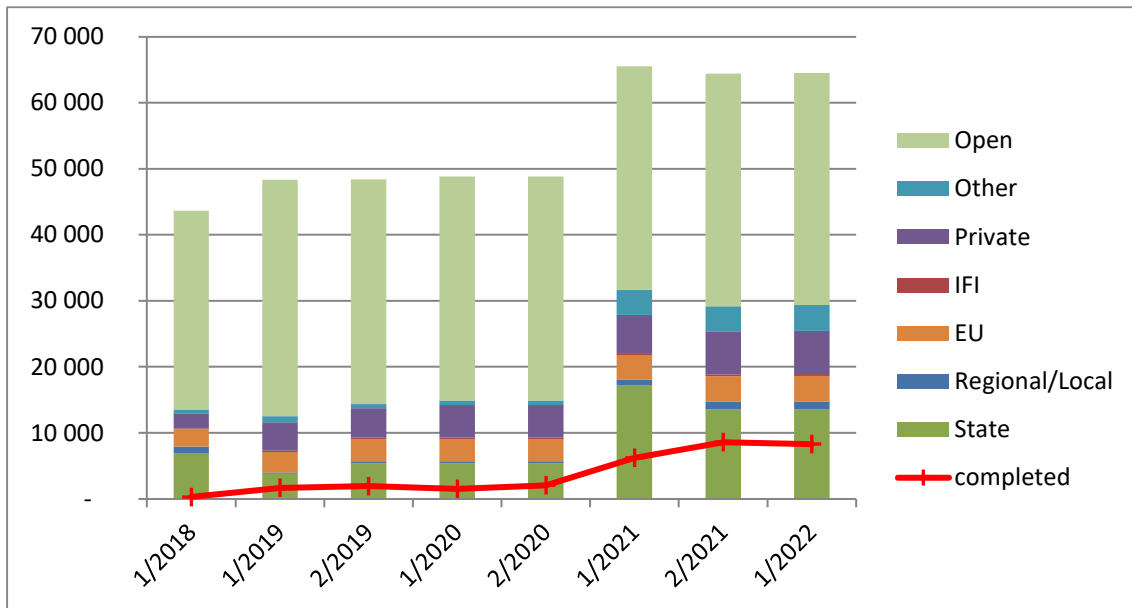
**Figure 3-5: Status for Project Financing Source in Million €**

Report N°	1/2018	1/2019	2/2019	1/2020	2/2020	1/2021	2/2021	1/2022
Reporting Date	09/2018	05/2019	10/2019	04/2020	10/2020	05/2021	10/2021	04/2022
List Status	11/2017	12/2018	06/2019	12/2019	06/2020	12/2020	06/2021	12/2021
State	6 868	3 831	5 382	5 402	5 402	17 148	13 537	13 539
Regional/Local	1 034	176	310	315	315	912	1 169	1 186
EU	2 632	3 099	3 364	3 341	3 341	3 672	3 877	3 915
IFI	139	174	231	231	231	240	260	260
Private	2 296	4 313	4 427	4 919	4 919	5 893	6 473	6 541
Other	544	923	655	664	664	3 801	3 875	3 907
Open	30 151	35 843	34 013	33 959	33 966	33 877	33 963	35 150
Total Cost	43 665	48 358	48 382	48 832	48 838	65 543	64 425	64 498
thereof completed	284	1 655	1 940	1 520	2 043	6 223	8 582	8 304

Source: Analysis based on 2017, 2018, 2019, 2020 and 2021 Atlantic Project Lists

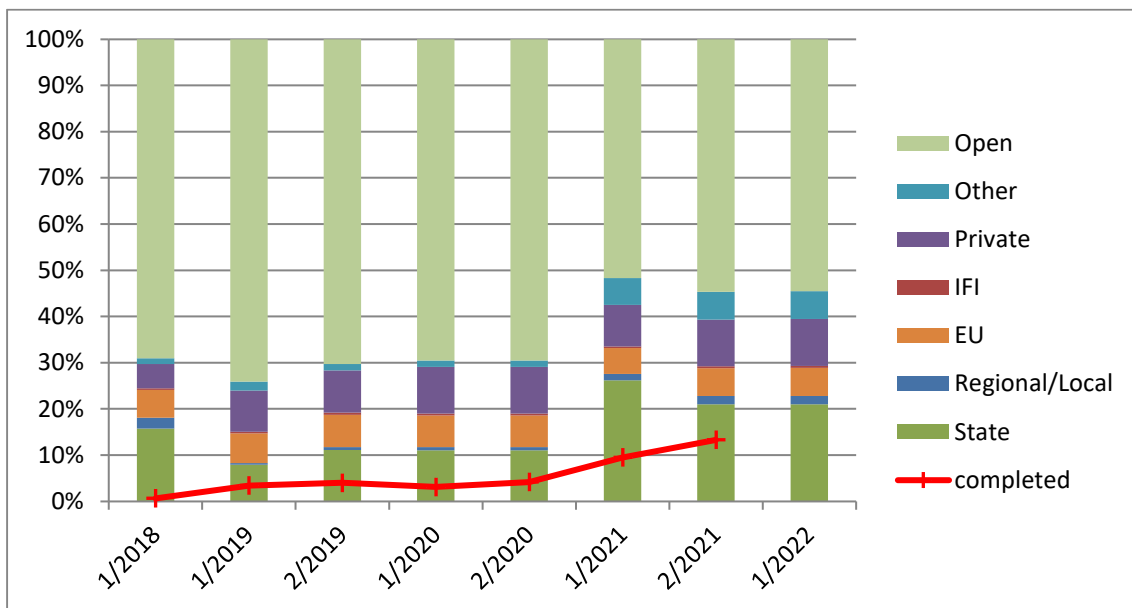


**Figure 3-6: Evolution of Project Financing Source in Million €**



Source: Analysis based on 2017, 2018, 2019, 2020 and 2021 Atlantic Project Lists

**Figure 3-7: Evolution of Project Financing Source (Share of Source) and value of completed projects in Million €**



Source: Analysis based on 2017, 2018, 2019, 2020 and 2021 Atlantic Project Lists

The next set of figures details the above financing costs in relation to the status of its approval.

The list presents the costs and finance of projects relevant per financing category for which the "highest" category "approved" finance is reached by the reporting time.

From the €65,425M of total project cost included in the 2021 Project List, €8,582M had already been completed by June 2021 and €54,572M refer to ongoing or planned projects. Out of these costs, for 54% (€33,899) have an indicated financing source, out of which €9,907M (34%) are already approved. It should be noted that value of completed projects has increased once again compared with the previous PIR.

**Figure 3-8: Status of approved finance by source of CNC Atlantic in Million €**

Report N°		1/2018	1/2019	2/2019	1/2020	2/2020	1/2021	2/2021	1/2022
Reporting Date		09/2018	05/2019	10/2019	04/2020	10/2020	05/2021	10/2021	04/2022
Parameter		11/2017	12/2018	06/2019	12/2019	06/2020	12/2020	06/2021	12/2021
Total Project Of which ...		43 665	48 358	48 382	48 832	48 838	65 543	64 425	64 498
... completed		284	1 655	1 940	1 520	2 043	6 223	8 582	8 304
... ongoing or planned of which financing ...		43 381	46 703	46 442	47 312	46 795	59 320	55 843	56 194
... provided		13 514	12 515	14 369	14 873	14 873	31 666	29 191	29 348
... „approved		9 384	6 437	6 679	6 784	6 784	9 045	9 907	10 386
State	Provided	6 868	3 831	5 382	5 402	5 402	17 148	13 537	13 539
	Approved	6 136	2 867	2 893	2 905	2 905	3 034	3 036	3 523
Regional/ Local	Provided	1 034	176	310	315	315	912	1 169	1 186
	Approved	964	136	220	222	222	695	952	963
EU	Provided	2 632	3 099	3 364	3 341	3 341	3 672	3 877	3 915
	Approved	1 378	2 147	2 211	2 219	2 219	2 452	2 580	2 562
IFI	Provided	139	174	231	231	231	240	260	260
	Approved	139	139	139	139	139	148	148	148
Private	Provided	2 296	4 313	4 427	4 919	4 919	5 893	6 473	6 541
	Approved	649	933	1 056	1 139	1 139	1 971	2 426	2 416
Other	Provided	544	923	655	664	664	3 801	3 875	3 907
	Approved	118	214	160	160	160	745	765	774

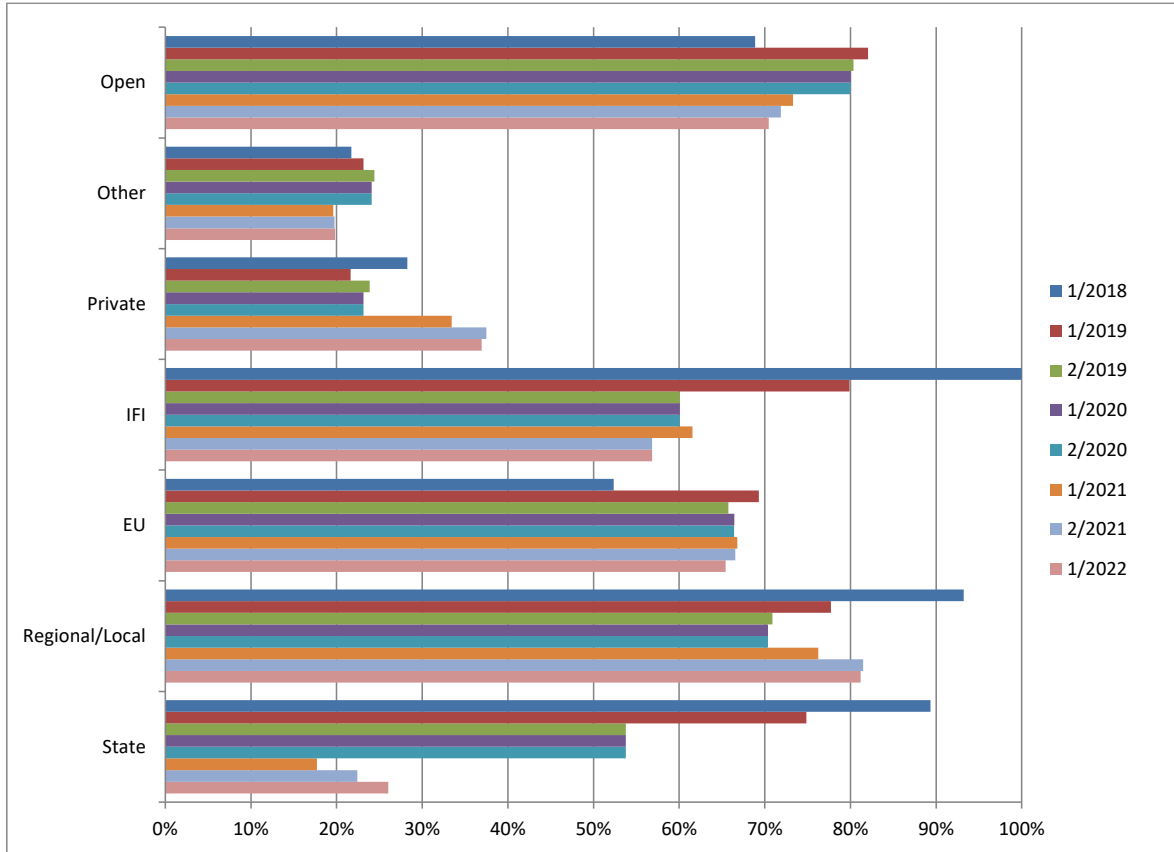
Source: Analysis based on 2017, 2018, 2019, 2020 and 2021 Atlantic Project Lists

The most relevant aspects in relation to status of approved financed show that:

- Approximately 53% of the provided budget remains open, despite the different exercises for updating financing and other maturity data promoted every six months with the Corridor's stakeholders.
- A slight increase for private sources both for provided and approved budgets

- After an increase observed in the IFI for provided budgets in the last two PIR, no further change observed in this last period.

**Figure 3-9: Status and Evolution of Approved Finance by Source in %**



Source: Analysis based on 2017, 2018, 2019, 2020 and 2021 Atlantic Project Lists

## 4 Monitoring of Difficulties

This last chapter provides results on the monitoring of difficulties jeopardising completion of the Corridor and Requesting EU Coordinator's action.

According to the methodology agreed, Corridor Forum Members were asked to state any difficulty in the implementation of a specific project by answering the following question:

*"Does (a/this) project have any difficulty jeopardising the completion of the Corridor by 2030 and where you are requesting action from the European Coordinator? Please describe the nature of the difficulty, why it jeopardises the completion of the Corridor as well as why and how the European Coordinator should act!"*

The individual texts received back from the stakeholders will be analysed and presented. Since the nature of "difficulties" may be manifold and project specific, we will not be able to cluster them ex-ante but only after their receipt (ex-post), if at all.

For the current PIR, no project was identified as requiring an action from the Coordinator.

The role of the Coordinator in the follow-up of the Inter-ministerial groups Portugal-Spain-France has been of extreme importance to accelerate and keep attention to the progress of ongoing works and to pressure for a decision on the Spanish-France border following the postponement of Bordeaux-Dax by France, as well as to accelerate the progress of work in the borders Portugal-Spain. The Coordinator is closely following and negotiating with the MS throughout these inter-ministerial meetings. The last meeting was held in June 2021. Nevertheless, the Coordinator also participated in informal bilateral meetings with Secretaries of State during the Connecting Europe Express, enabling to discuss issues of importance for the completion of the Corridor. Furthermore, the Connecting Europe Days held in Lyon in June 2022 also allowed for the realisation of targeted meetings with Portugal, Spain and with the Region of Aquitaine. It is objective of the Coordinator to promote a new Inter Ministerial meeting with the three Member States.

In the course of the studies (task 2.8), an analysis of the projects requiring synchronisation has been performed, from which it was identified the projects requiring more attention by the Coordinator.

The additional projects (task 2.4) were also synchronised with the finalisation of existing projects in the same or neighbouring sections/nodes with the aim to have similar completion times. This will allow the European Coordinator to make appropriate suggestions to Member States as regards to the scheduling and timing of individual infrastructure projects.

A key added value of these tables is to show clearly to stakeholders that full potential of their investments can be reduced if same does not happen on the other side of the border.

The analysis has been done per mode. The key projects are presented below:

- Road projects

The only project addressing the KPI express road / motorway was the Vilar de Formoso - Fuentes de Oñoro connection, which is gathered by projects 7025 and 7188. Those projects initially had an end date of 12/2020 and were completed in the end of 2021. No further attention is required

- Rail and Rail ERTMS

#### Between Portugal and Spain

On the south border PT-ES, projects are not fully synchronised.

It should be noted that this border is covered by an Implementing Decision Évora-Mérida ([https://ec.europa.eu/transport/sites/transport/files/c\\_2018\\_2356\\_f1\\_commission\\_implementing\\_decision\\_v2\\_p1\\_972036\\_en.pdf](https://ec.europa.eu/transport/sites/transport/files/c_2018_2356_f1_commission_implementing_decision_v2_p1_972036_en.pdf)) with annual reporting to the Commission and the Coordinator. The works towards the completion of the Corridor missing link (Évora-border PT/ES in the alignment Évora-Mérida) are progressing and works started in the field, except for the section Évora-Évora Norte which is delayed. The conclusion of the works is still planned for the end 2023, according to the 2021 report presented to the Coordinator during the AVEP meeting in June 2022.

It is acknowledged that synchronisation is being assured through different mechanisms, including the Implementing Decision and the AVEP assembly, however Spain opts for not including more accurate dates in the Project List, keeping 2030 as the end dates. A similar case occurs on the north border (Vilar Formoso-Fuentes de Oñoro). Therefore, by the analysis of the Project List there is a risk of non-synchronisation.

ID	Project Name	Start Date	End Date	KPI: Electrification	KPI: Track gauge 1435 mm	KPI: ERTMS implementation
7018	HS line Madrid-Extremadura: Plasencia-Navalmoral-Pantoja. New sections, platform, track and systems	05/2015	12/2030	KPI target achieved	KPI target achieved	KPI target achieved
7019	HS line Madrid-Extremadura: Plasencia - Cáceres - Badajoz (1st and 2nd phases). New sections. Second phase of on-going works	01/2014	12/2030	KPI target achieved	KPI target achieved	KPI target achieved
7242	Railway connection Sines/Elvas (Spain): Evora-Caia Section	04/2014	12/2023	KPI target achieved	KPI target achieved	
7266	Railway connection Sines/Elvas (Spain): Evora-Caia Section - (2nd phase) and ERTMS	12/2019	03/2023	KPI target achieved	KPI target achieved	KPI target achieved

ID	Project Name	Start Date	End Date	KPI: Electrification	KPI: Track gauge 1435 mm	KPI: ERTMS implementation
7241	Rehabilitation and upgrade of Corridor Section Aveiro – Vilar Formoso	02/2015	12/2023		KPI target achieved	KPI target achieved
7264	Rail connection Aveiro-Vilar Formoso within the Atlantic Corridor: Aveiro Mangualde stretch – Detail Design and Works	09/2016	12/2030	KPI target achieved	KPI target achieved	
7265	Rail connection Aveiro-Vila Formoso within the Atlantic Corridor: troço Aveiro-Mangualde stretch ERTMS	09/2016	12/2030			KPI target achieved
7001	Salamanca Fuentes de Oñoro. Electrification, signalling system	12/2021	12/2023	KPI target achieved		
7002	Medina del Campo – Fuentes de Oñoro Implementation of UIC	05/2015	12/2030		KPI target achieved	

### Between Spain and France

On the border ES-FR (Irun-Hendaye), a new project (marked in blue) on the French side referring to the connection Dax-Hendaye to close the GPSO was added to the Project List in order to take the full benefit of the Y Basque investments. Additionally, and although not impacting directly on the KPI achievement, but already being closely followed by the Coordinator, is project 7412, targeting the permanent installation of counterflows between Morcenx and Dax (completed in December 2020) to ensure that

rail freight flows are not stopped for long periods in result of the works along the corridor alignment.

ID	Project Name	Start Date	End Date	KPI: Electrification	KPI: Track gauge 1435 mm	KPI: ERTMS implementation
17506	GPSO high speed line between Dax and Hendaye	>2037	>2037	KPI target achieved	KPI target achieved	KPI target achieved
7086	GPSO New high-speed line between Bordeaux and Dax (excluding the South Gironde-Toulouse branch) <sup>3</sup>	>2037	> 2037	KPI target achieved	KPI target achieved	KPI target achieved
7412	IPCS (permanent counterflow installations) deployment between Morcenx and Dax	01/2017	12/2020			
7007	Y Basque High-Speed Rail (freight and passenger traffic): all sections + access to cities Bilbao and Vitoria + implementation of UIC between Astigarraga-border + ERTMS + electrification + systems	05/2015	12/2030	KPI target achieved	KPI target achieved	KPI target achieved
7008	Y Basque High-Speed Rail (freight and passenger traffic). Section Astigarraga-Lezo and French border connection	05/2015	12/2030	KPI target achieved	KPI target achieved	KPI target achieved

#### Between France and Germany

For the FR-DE border (section Forbach – Saarbrücken), ERTMS is the only KPI still to be achieved but end dates can be compromised.

<sup>3</sup> The project list still reflects the planning of the GPSO after 2037, nevertheless it is worth highlighting that through the Ordonnance no 2022-307 du 2 mars 2022, an agreement between the State and the Regions led to the creation of local public establishments with specific revenue for the financing of major land transport infrastructure projects in order to facilitate implementation, amongst which it is included the GPSO. Through that decision the State will provide a financial support up to 4.1 billion euros for the railway developments in the south of Bordeaux and the north of Toulouse and the new line Bordeaux-Toulouse, on an equal basis with the local authorities.

ID	Project Name	Start Date	End Date	KPI: Electrification	KPI: Track gauge 1435 mm	KPI: ERTMS implementation
7414	ERTMS deployment on the corridor (Excluding HSL SEA and HSL EE) by 2030	unknown	unknown			KPI target achieved
7074	ABS Ludwigshafen-Saarbrücken	01/1998	12/2021			KPI target achieved
7297	Upgraded line 23 Saarbrücken-Ludwigshafen, upgrade of Neustadt-Bohl-Iggelheim and Landstuhl-Kaiserslautern sections	01/2014	12/2021			KPI target achieved