



**INFORMATION NOTE BY MATHIEU GROSCH, ORIENT EAST MED TEN-T CORRIDOR COORDINATOR**

*On 29 June 2015, the EU Transport Commissioner Ms Bulc announced the outcome of so far the biggest CEF Call for Proposals launched in 2014. Given that the available amount was oversubscribed three times, strong focus and prioritisation was necessary to distribute the available €13,1 billion to the key transport projects with high EU added value such as cross-border sections and major missing links. This huge success had as a consequence that good projects could unfortunately not be retained for funding.*

*As a Coordinator for the TEN-T Orient East Med Corridor, I am pleased that the Commission welcomed the submission of several projects along the OEM core network Corridor and fulfilling all the recommended criteria for funding under the CEF call.*

*The implementation of these projects is one of the key priorities of the EU. The proposed project will contribute to the main priorities for funding the main bottlenecks and major cross-border missing links and priorities of the TEN-T and the CEF. They are of fundamental European importance.*

*In total 16 projects located on the main corridor of the Orient East Med have been proposed for funding by the European Commission with a global grant of 840 million€.*

*The vast majority of the funds have been requested under the Cohesion envelope.*

*It is worth to mention that the effort made by Greece was very successful under the first CEF call for proposals, using almost 90% of its national allocation under the cohesion part of the CEF. Important railway infrastructure projects will be speeded-up connecting Athens to the port of Patras and Tithorea to Domokos which are important bottlenecks on the corridor.*

*However, for other countries along the OEM corridor, the rate of budget uptake is encouraging with important railway works projects in Bulgaria (modernisation of railway section Sofia – Elin Pelin and the development of the Sofia railway junction to Voluyak), in the Czech Republic (optimisation of the line Praha – Hostivar) and in Hungary (study for the modernisation of Bekecsaba – Lokoshaza, works to connect the line Budapest/Arad to the multi modal hub at the Budapest airport and the proposed roll-out of alternative fuels distribution through the PAN-LNG project) . Romania has also decided to re-launch studies for the feasibility studies of the railway links west and south west of Craiova. Cyprus is also successful by developing a multimodal logistics platform for freight at the airport of Larnaka.*

*Nevertheless, I encourage the countries along the corridor to consider coming up with additional projects identified as priority in my work plan for the next upcoming CEF Call 2015. It is critical to take into perspective that according to the CEF and TEN-T Regulations, if a Member State does not commit its national allocation by 1 January 2017, it risks losing it since it becomes available to all the other Cohesion Member States. Little time is left for submitting good projects*

*I am thus awaiting another set of projects of EU importance for the next CEF Call (preliminarily due November 2015).*

**Brussels, 30 June 2015**