

SPAIN:

Spain has 2 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 **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 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

Algeciras - Madrid	Rail	studies ongoing, works to be launched before 2015, to be completed 2020
Sevilla - Antequera - Granada - Almería - Cartagena - Murcia - Alicante - Valencia	Rail	studies and works
Madrid-Zaragoza-Barcelona	Rail	Upgrading of existing lines (gauge, sidings, platforms)
Valencia - Tarragona - Barcelona	Rail	construction between 2014 - 2020
Barcelona	Port	interconnections rail with port and airport
Barcelona - Perpignan	Rail	cross-border section, works ongoing, new line completed by 2015, upgrading existing line (gauge, sidings, platforms)

Atlantic

High Speed rail Sines/Lisboa - Madrid	Rail, ports	studies and works ongoing, upgrading of modal interconnection ports of Sines/Lisboa
Rail connection Aveiro – Salamanca – Medina del Campo	Rail	cross-border: works ongoing
Rail Connection Bergara - San Sebastián - Bayonne	Rail	completion expected in ES by 2016, in FR by 2020

Priority Projects as defined in Annex III of Decision 661/2010 (Prague - Linz, New High- capacity rail: Central Trans-Pyrenees crossing, "Iron Rhine" (Rheidt-Antwerpen))	Cross-Border	Rail	studies ongoing
A Coruña - Vigo - Palencia Gijón - Palencia	Bottleneck	Rail, MoS	works ongoing (including ports and multimodal platforms)

A Coruña - Madrid (high-speed passenger service)	Bottleneck	Rail	works ongoing
Bilbao – Pamplona – Zaragoza – Sagunto	Other Core Network	Rail	studies and works
Huelva – Sevilla	Other Core Network	Rail	Works ongoing
Barcelona – Valencia – Livorno	Other Core Network	MoS	upgrading