

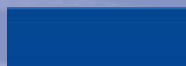


North Sea Mediterranean

TEN-T Core Network Corridor

Project Implementation Report

Report 1/2022



Report title:

STUDIES ON THE TEN-T CORE NETWORK CORRIDORS AND SUPPORT OF THE EUROPEAN COORDINATORS

Lot 8, North Sea Mediterranean Corridor

Project Implementation Report, No 1, 2022

Consortium: This report is the Project Implementation Report of the 2018-2022 corridor study, prepared by the contractors Panteia, EGIS, MDS-Transmodal, STRATEC and BG.

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Abbreviations

BE	Belgium
CBA	Cost Benefit Analysis
CEF	Connecting Europe Facility
CNC	Core Network Corridor
DG-MOVE	European Commission – Directorate General for Mobility and Transport
EIA	Environmental Impact Assessment
ERTMS	European Rail Traffic Management System
ETCS	European Train Control System
EU	European Union
GDP	Gross Domestic Product
IFI	International Financial Institutions
IM	Infrastructure Manager
ITS	Intelligent Transportation System
IWT	Inland Waterway Transport
KPI	Key Performance Indicator
LGV	Ligne à Grande Vitesse
LNG	Liquefied Natural Gas
MoS	Motorway(s) of the Sea
MS	Member States of the European Union
NSMED	North-Sea Mediterranean Corridor
PIR	Project Implementation Report
PL	Project List
PP	Priority Project
RIS	River Information Services
RFC	Rail Freight Corridor
RRT	Rail–Road Terminal
SEA	Strategic Environmental Assessment
TEN-T	Trans-European Transport Network

Introduction

The TEN-T Core Network Corridors (CNCs) were formally introduced by the European Commission in 2013 as the main vehicle for co-ordinating and prioritising transport investments in Europe and for concentrating EU financial assistance from the Connecting Europe Facility (CEF).

In 2014 the European Commission launched a series of (first phase) studies to prepare work plans for each of the nine corridors. The North Sea Mediterranean (NSMED) corridor was taken up by a consortium consisting of Panteia, Egis, MDS-Transmodal, Stratec, and BG.

The 2018-2022 study is a continuation of the 2015-2017 work, with an emphasis on maintaining a high degree of up-to-date information about the corridor and its project list and further developing the TEN-T network in Europe by close collaboration between EU stakeholders and the EC.

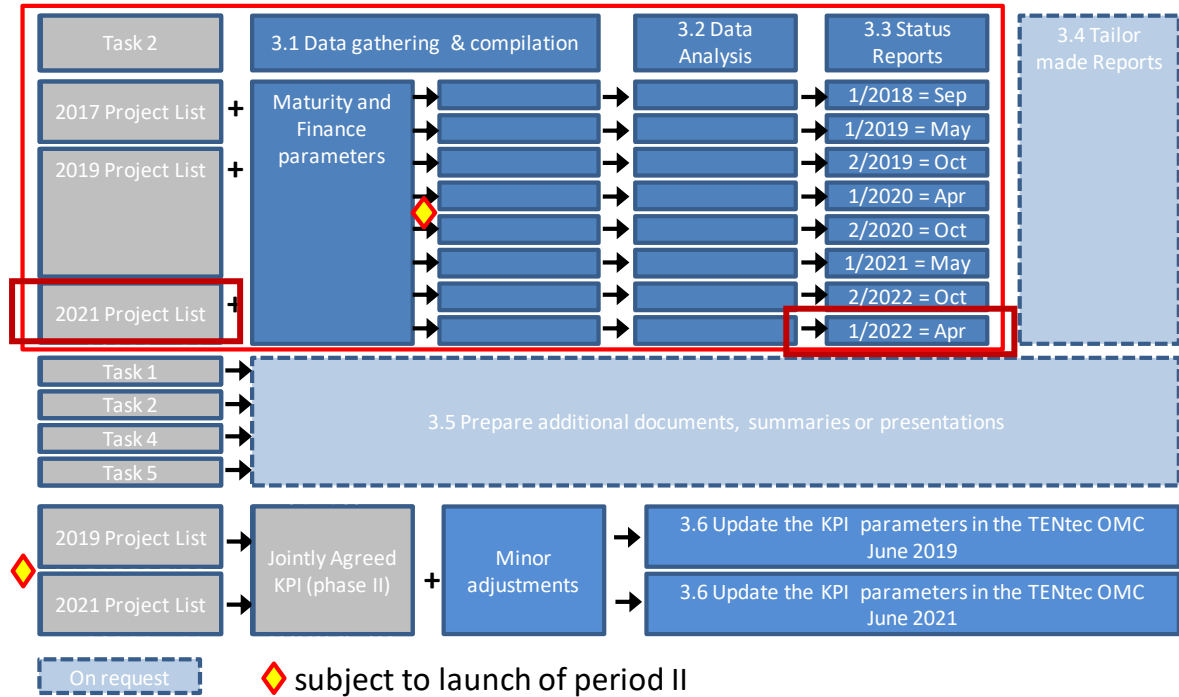
Project Implementation Report

Task 3 of the study builds on the requirement for update of the project list to be accompanied by a frequent status analysis of the projects which will allow the Commission and the Coordinator to respond in case of inconsistencies and delays. Therefore, the state of project implementation and financing is being monitored twice a year throughout the present study.

Figure 1 (overleaf) shows the interaction between the tasks and the relationship between the update of the main project list, occurring in 2019 and 2021 and the provision of regular project implementation reports in the interim.

This (present) report is the **first project implementation report of 2022** (PIR No1/2022). It is the third report to cover the new, fully updated version of the project list which was compiled in Q1 2022, and the last report within the current contract.

Figure 1: Overview of project tasks



Source: Consultants' presentation at Kick-off meeting, updated 12th of July 2018

In order to present comparable results across the nine Core Network Corridors, all nine studies combine their project data into a single database and the same analytical methodology, and the same set of indicators has been used across all nine corridors.

Method

While the project list undergoes a full update every two years (in which new projects are collected and all data attributes are updated), the project implementation report (task 3.1) focuses on monitoring the implementation of the projects included in the agreed project list every six months. Monitoring focuses on two main aspects:

- project maturity
- project financing

Thus, in compiling this (present) report, the most recent project list (31 March 2022) was used. This list has been compiled in the period October 2021 to March 2022, as a "full update" by all consortia, collecting new information, including new projects from corridor stakeholders.

Timing of Project Implementation Reports

All nine corridor studies are following a common timetable for the update of the project list, and for the delivery of the Project Implementation Reports.

Figure 2: Timing of Deliverables

• Project implementation Report 1/2018	Jun 2018 -> September 2018
• Project implementation Report 2/2018	Nov 2018 -> ./.
• Project implementation Report 1/2019	Jun 2019 -> May 2019
• Project implementation Report 2/2019	Nov 2019 -> Oct 2019
• Project implementation Report 1/2020	Jun 2020 -> Apr 2020
• Project implementation Report 2/2020	Nov 2020 -> Oct 2020
• Project implementation Report 1/2021	Jun 2021 -> May 2021
• Project implementation Report 2/2021	Nov 2021 -> Oct. 2021
• Project implementation Report 1/2022	-> Apr 2022

Source: Consultant's presentation at Kick-off meeting, updated 12th of July 2018

The sequence of updates is shown below. Table 1 shows the interaction between Task 2, which undertakes the full update of the project list, and Task 3, which updates the information in the list with regard to project maturity and financing.

Table 1: Overview of Reporting Dates and Reporting Numbers

Task 2		Task 3	
Project List	Reference Data for Project Status	Reporting Date	Report Number
2017 provided in 2017	30.06.2017	09/2018	1/2018
2019 provided in 2019	31.12.2018	05/2019	1/2019
	30.06.2019	10/2019	2/2019
	31.12.2019	04/2020	1/2020
	30.06.2020	10/2020	2/2020
2021 provided in 2021	31.12.2020	05/2021	1/2021
	30.06.2021	10/2021	2/2021
	31.12.2021	04/2022	1/2022

Focusing on the current report (highlighted in the red box), and reading the information right to left, the second project implementation report of 2022 (No1/2022), is based upon a project list that was reported to the European Commission by the contractors in March 2022, compiled from project status information that was collected from project promoters in the first quarter of 2022, covering project information that was correct at the end of December 2021.

As the underlying project list is the one compiled in 2022, the inclusion of projects in the NSMED corridor is now based on the "CEF-II" corridor alignment. This corridor alignment excludes the UK, and includes the "CEF-II" corridor extensions in France and Ireland. This is the same as in the last PIR report, and marks a change in relation to PIR reports before that. Completed UK projects (including Northern Ireland) are still retained in the project list.

Overview of the March 2022 Project List

A total of 498 projects in March 2022

In the current list, updated in March 2022, there are 498 NSMED projects. That is seven less than in September 2021, when there were 505 projects. Compared to that list, one project has been added, and eight have been deactivated. What primarily has been updated are the financial and maturity parameters. Among these are: the project start and end dates, the official total costs, and the allocation of those costs over various funding sources.

Project entries removed from the list

Table 2: Projects Removed from NSMED project list

ID	Project Description	Mode	End Date	€ (x mln)
7133	Restoring the environmental continuity with the construction of fish passes on the downstream Seine (Seine-Scheldt inland waterway)	IWW	12/2026	5
7138	Rehabilitating of the rail bridge at Maisons Lafitte (Seine-Scheldt inland waterway)	IWW	12/2017	0.1
7402	User services (Seine-Scheldt inland waterway)	IWW	12/2020	8.1
7269	Studies of river access to Port 2000	Multimodal	05/2018	2
8104	River Dender interoperability	IWW	06/2027	85.4
8866	A67 Leenderheide - Zaarderheiken	Road	unknown	unknown
7142	Creating a second lock at Varennes-sur-Seine (Seine-Scheldt inland waterway)	IWW	unknown	33.3
8148	Restoration of the Condé-Pommeroeul canal (Seine-Scheldt inland waterway)	IWW	unknown	unknown

Projects entries added to the list

Table 3: Projects added to NSMED project list

ID	Project Description	Mode	End Date	€ (x mln)
8863	Extension of multimodal container terminal in Brussels	Multimodal	10/2024	12

Monitoring of Project Maturity

This chapter presents the results of updating project maturity information, covering:

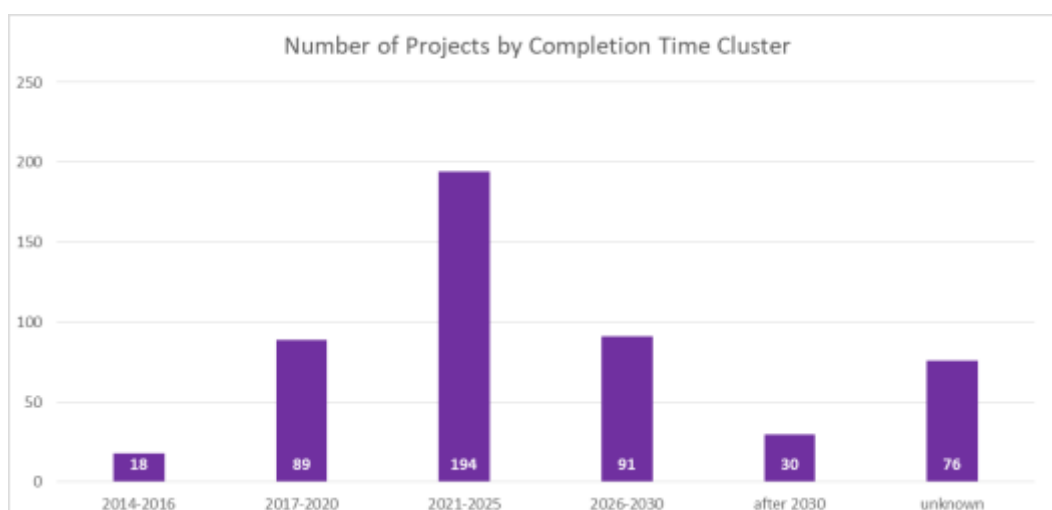
- The number of projects by completion time cluster and
- Other project maturity parameters

These results are based on the March 2022 version of the project list of the North Sea Mediterranean corridor data.

Completion Time Cluster

The figure below, showing the distribution of projects by expected completion time uses the 'project completion date' parameter from the project list. The number of projects by envisaged completion time cluster is shown in the figure below.

Figure 3: Number of Projects by Completion Time (Reporting Date 04/2022), total = 498



Source: Consortium analysis based on March 2022 Project List of CNC NSMED

By the reporting date, 498 projects were included in the NSMED project list, 107 of which were completed by the end of 2020. Beyond 2020, 194 are due for completion by 2025 and 91 by 2030, the target date of the TEN-T Regulation. A further 30 projects are expected to be completed after that 2030 target year, and there are 76 projects for which the completion end date is unknown. The evolution of these completion date clusters is recorded in Table 4, which is updated in each project implementation report.

Table 4: Evolution of 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	05/2019	06/2019	12/2019	06/2020	12/2020	06/2021	12/2021
2014 - 2016	24	27	22	21	22	19	19	18
2017 - 2020	124	166	136	128	119	105	103	89
2021 - 2025	65	109	111	127	128	204	204	194
2026 - 2030	19	33	47	51	54	72	77	91
after 2030	5	13	11	12	12	16	18	30
unknown	113	133	92	90	90	89	84	76
Total	350	481	419	429	425	505	505	498
Thereof Completed	24	81	72	91*	98	124	129	124

Source: Consortium analysis based on March 2022 Project List of CNC NSMED

*Note that the count of completed projects in PIR No1/2020 was corrected from 99 to 91.

The number of projects with an end date between 2014 and 2020 has decreased by 15 compared to the September 2021 list. Of these projects, three have been deactivated, and the remaining 12 have had their end date changed, all to a date before 2026. In addition, for 25 projects with an end date in 2021-2025, the end date is changed, netting a decrease of 10 projects (204 to 194) in the 2021-2025 cluster. Of those 25 projects, 23 are still set to be completed before the end of 2030. This partially explains the increase in projects with an end date between 2025 and 2030 from 77 to 91. The other reason for the increase is that five projects with a previously unknown end date now have an end date in that time cluster. On the other hand, 14 projects fell out of that cluster, of which two deactivated projects, 10 projects with now an end date after 2030, and two projects which now have an unknown end date.

In total, there are 97 projects for which the end date has been changed, and one new project. Table 5 below gives an overview of all the projects for which the end date is changed to a date after 2030.

Table 5: List of projects with an end date changed to now be after 2030

Project ID	Description	Mode	Old end date	New end date
7705	Upgrade "Atlantic" container terminal	Maritime	01/2025	01/2035
8084	Seine-Scheldt, connecting network in Flanders: works upgrade canal Bossuit-Kortrijk	IWW	12/2030	12/2032
8091	Seine-Scheldt, connecting network in Flanders: works upgrade canal Roeselare-Lys	IWW	12/2030	12/2032
8111	Seine-Scheldt, connecting network in Flanders: works upgrade Upper-Seascheldt and Southern Ghent Ring canal	IWW	12/2030	12/2032
8219	Bettembourg railway	Rail	12/2028	06/2033

	station upgrade			
8875	Seine-Scheldt, Upper-Scheldt in Flanders : works upgrade locks	IWW	12/2030	12/2032
2177	PHS Amsterdam CS	Rail	12/2029	12/2032
6110	A4 Burgerveen-N14	Road	12/2030	09/2031
8901	European Rail Traffic Management System (ERTMS) Netherlands - trackside implementation 7 corridors a.o. all Dutch CNC corridor sections	Rail ERTMS	12/2029	12/2031
7139	Upgrade of the upper Seine between Bray-sur-Seine and Nogent-sur-Seine (Seine-Scheldt inland waterway)	IWW	12/2025	12/2031
8311	MetroLink - Formerly Metro North	Rail	12/2030	12/2034

In addition, seven projects with an unknown end date in the October 2021 list have had a date added to them. For one project the end date has been changed to unknown. The tables below shows the changes from/to an unknown end date:

Table 6: List of projects for which the end date has become known

Project ID	Description	Mode	Old end date	New end date
7703	Energy supplies to vessels (gaz GNL, installation of electricity on quays, others services...)	Innovation	Unknown	12/2030
7700	Upgrading Radicatel Terminal for ShortSea / Brexit	Maritime	Unknown	12/2025
7701	Upgrading Honfleur and Rouen Terminals for Cruising	Maritime	Unknown	12/2026
7702	Upgrading Terminals for increasing traffic - Access project last phase.	Maritime	Unknown	01/2030
8902	Doelrealisatie Maasroute	IWW	Unknown	03/2026
8178	Dredging downstream of Creil access to locks (Seine-Scheldt inland waterway)	IWW	Unknown	12/2030
8865	Foynes Island Deep-Water Port	Maritime	Unknown	12/2024

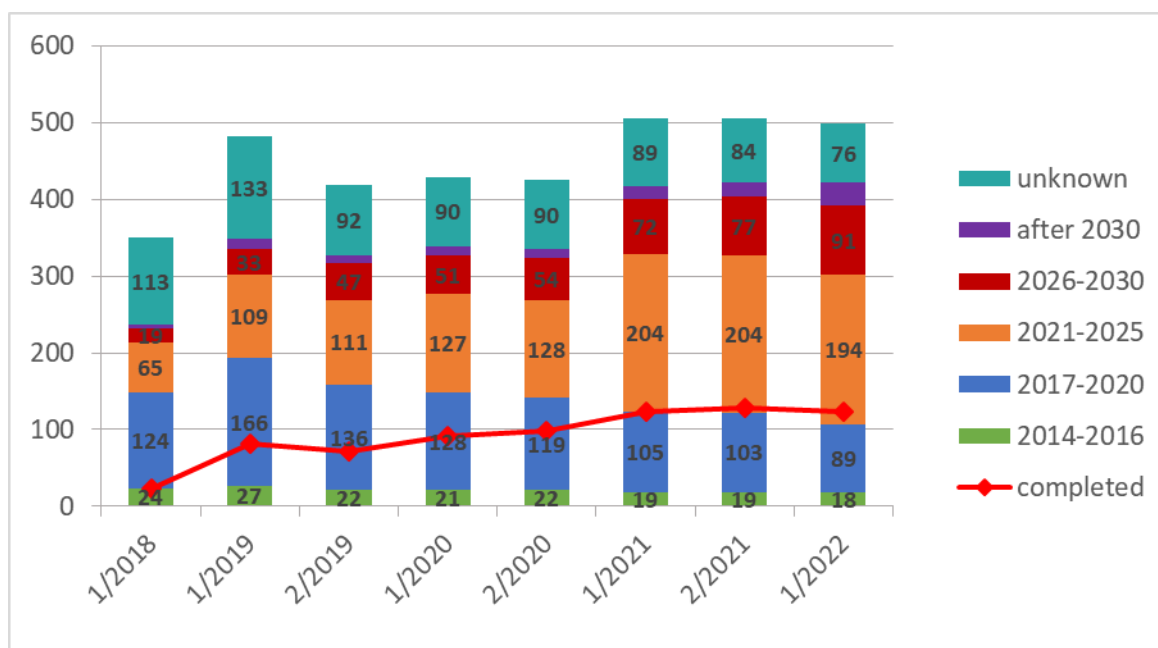
Table 7: List of projects for which the end date has become unknown

Project ID	Description	Mode	Old end date	New end date
2426	A4 Haaglanden-N14	Road	12/2028	Unknown

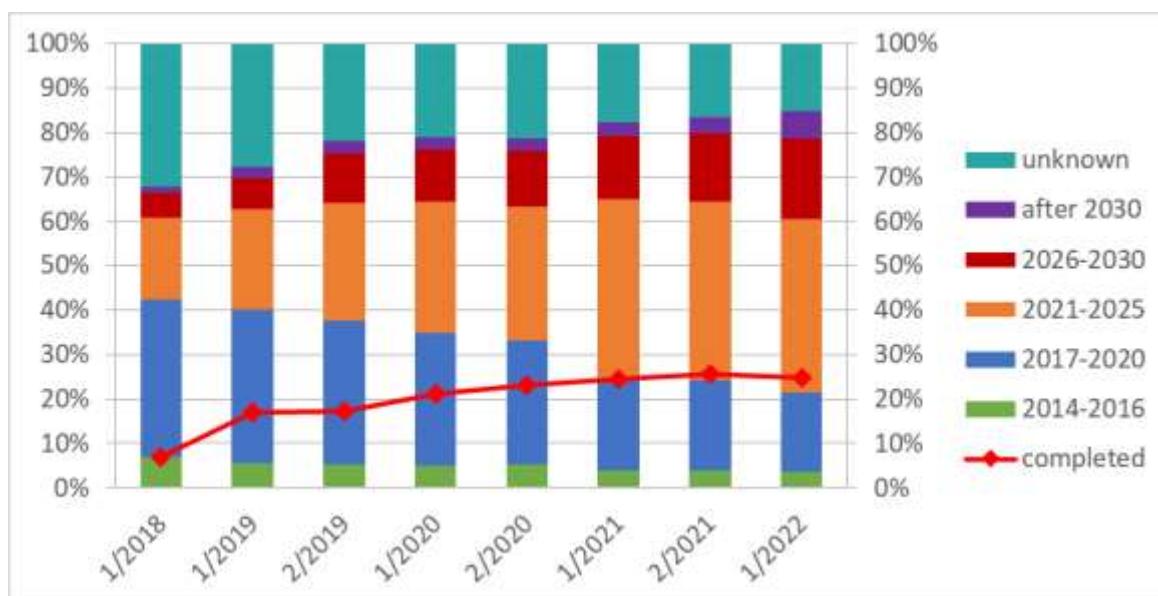
Out of the 76 'date unknown' projects, there are 35 for which the total costs are also unknown.

Figure 4 and Figure 5 present the number of projects per completion time cluster and the number of completed projects.

Figure 4: Project Maturity - expected completion time – number of projects



Source: Consortium analysis based on 2022 Project List of CNC NSMED

Figure 5: Project Maturity – expected completion time – share of projects

Source: Consortium analysis based on 2022 Project List of CNC NSMED

The above graphs show that with the latest update of the project list, the main features of the list in terms of maturity have not changed greatly, but there has been a net shift from the earlier to the later time clusters. In addition, the share of projects with an unknown end date has decreased.

Detailed project maturity parameters

The analysis on the maturity parameters focuses on the ongoing or planned (not completed) projects, for which there are currently 374 in the NSMED list. Table 8 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.

Table 8: Status of maturity parameters - NSMED - No of Projects

Report N°		1/2019	2/2019	1/2020	2/2020	1/2021	2/2021	1/2022
Reporting Date		05/2019	10/2019	04/2020	10/2020	05/2021	10/2021	04/2022
Reference Date for Information		05/2019	06/2019	12/2019	06/2020	12/2020	06/2021	12/2021
Total Projects		481	419	429	425	505	505	498
Of which ..	Completed	81	72	91	98	124	129	124
... ongoing or planned		400	347	338	327	381	376	374
Planning Stage	Relevant	319	299	301	300	333	343	342
	Concluded	92	237	238	238	253	259	265

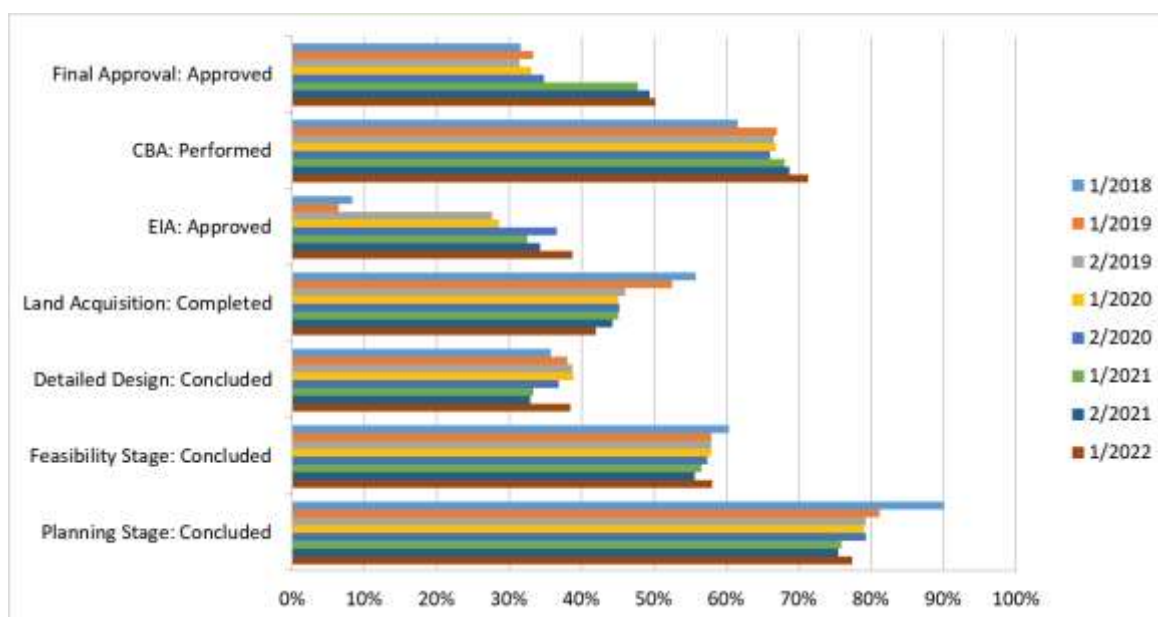
Report N°		1/2019	2/2019	1/2020	2/2020	1/2021	2/2021	1/2022
Feasibility Stage	Relevant	169	181	183	183	240	250	253
	Concluded	98	105	105	105	136	139	147
Detailed Design, ...	Relevant	155	165	167	171	231	240	239
	Concluded	59	63	63	63	77	79	92
Land Acquisition	Relevant	80	89	93	95	113	115	107
	Completed	42	41	42	43	51	51	45
EIA	Relevant	109	130	133	142	178	181	178
	Approved	7	36	38	39	58	62	69
CBA	Relevant	88	117	121	121	144	147	143
	Performed	59	78	80	80	98	101	102
Final Approval	Relevant	114	140	145	158	247	251	249
	Approved	38	44	48	55	118	124	125

Source: Consortium analysis based on 2022 Project List of CNC NSMED

Amongst almost all planning stages there have been increases in the number of projects for which the planning stage has been completed / concluded / approved / performed. For example, in the current list there are now 253 ongoing projects for which a feasibility stage has either been completed or is in progress, and out of these, there are 147 where it has been concluded. A further 142 projects are not counted for this statistic because they are not required to contain a feasibility stage. Therefore not every project has to pass all planning stages to reach final approval.

There was a small increase of the number of projects (1) that have received final approval.

Figure 6: Status and evolution of maturity parameters – share of projects with highest maturity by parameter.



Source: Consortium analysis based on 2022 Project List of CNC NSMED

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:

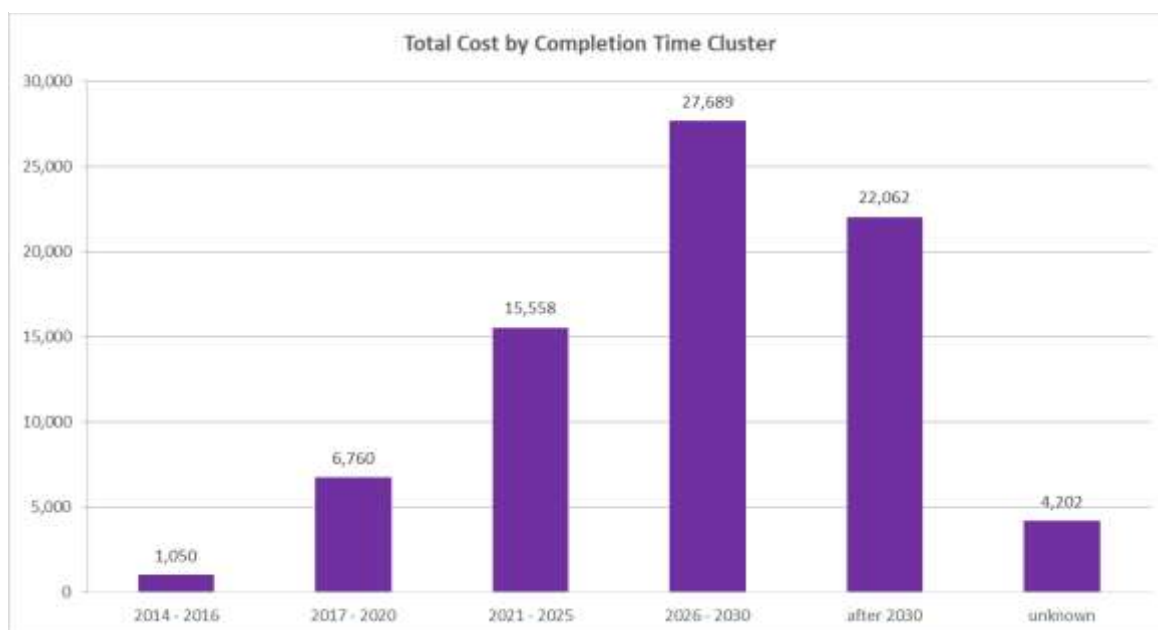
- The total costs by completion time cluster and
- Other project finance parameters

The updated results are based on the last version of the 2021 project list of the North Sea Mediterranean corridor.

Completion Time Cluster

The following analysis of project costs is based on the data collected under the 'official project cost' parameter in the project list. The distribution of investment costs is analysed by completion time cluster. These charts show the official project costs, which exclude valuations for projects where the official budgets are not known.

Figure 7: Official project costs by completion time cluster [total: €77.3 bn]



Source: Consortium analysis based on 2022 Project List of CNC NSMED

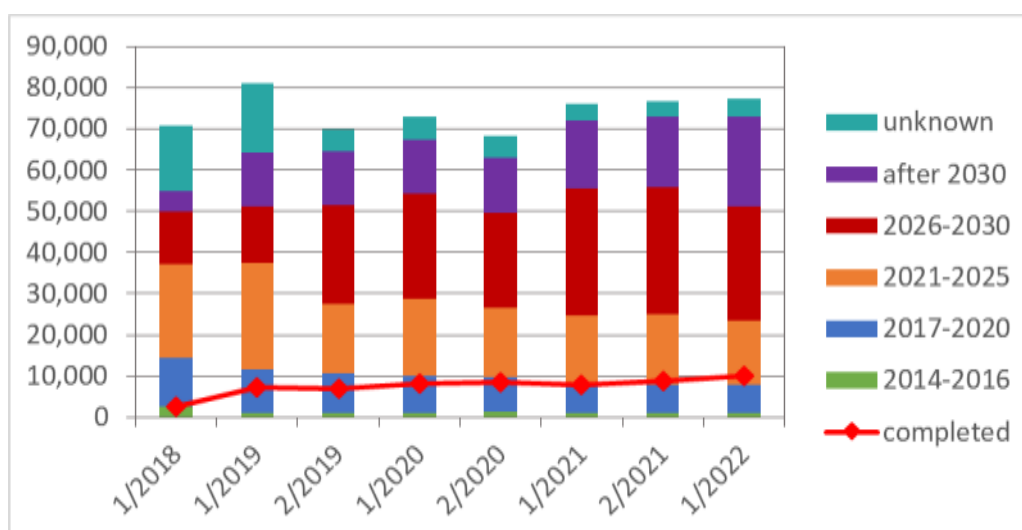
In total, the project costs of the last updated version of the project list sum up to €77.3bn. This figure has been calculated using official cost figures, verified and approved by Member States and stakeholders. In comparison to the previous Project Implementation Report 2/2021, it has increased by around €550 mln. This is partly caused by the costs for the North South connection Limburg project (6738) now being known (€759 mln), and to a lesser extent, for the A15 Suurhoffbridge project (8801) as well (€86 mln). Next to that, there are 75 projects for which the costs have changed, and one for which the costs have become unknown (project 8306: CAP2020, on the port of Dunkerque).

Table 9: Evolution of official project costs – by completion date cluster

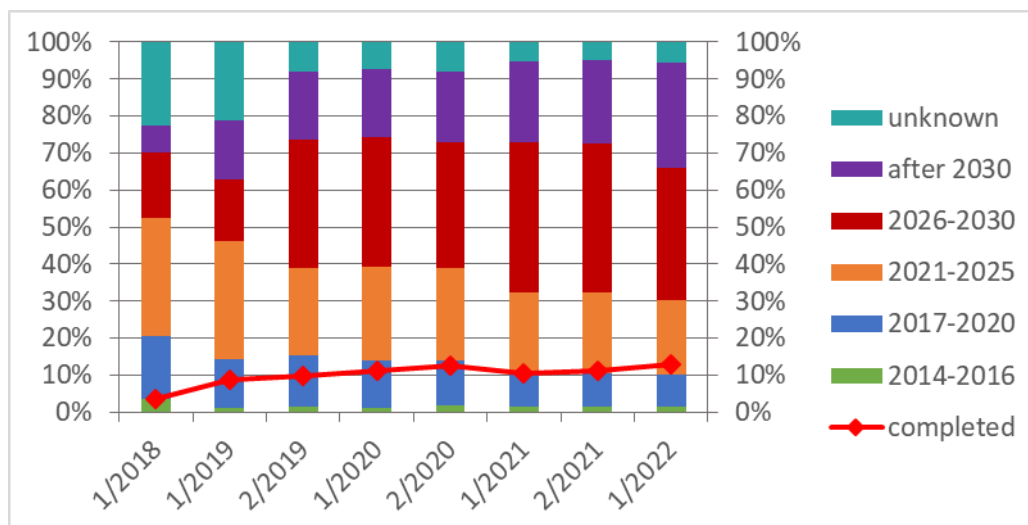
Report N°	1/2019	2/2019	1/2020	2/2020	1/2021	2/2021	1/2022
Reporting Date	05/2019	10/2019	04/2020	10/2020	05/2021	10/2021	04/2022
List Status	05/2019	06/2019	12/2019	06/2020	12/2020	06/2021	12/2021
2014 - 2016	1,054	943	937	1,188	1,051	1,051	1,050
2017 - 2020	10,626	9,701	9,216	8,453	6,948	6,902	6,760
2021 - 2025	25,788	16,716	18,484	16,915	16,687	16,921	15,558
2026 - 2030	13,593	24,287	25,664	23,154	30,999	30,920	27,689
after 2030	13,091	12,852	13,250	13,250	16,541	17,100	22,062
unknown	17,098	5,558	5,359	5,350	4,041	3,848	4,202
Total	81,250	70,056	72,910	68,320	76,267	76,741	77,321
Thereof Completed	7,146	6,981	8,210	8,525	7,991	8,665	9,870

Source: Consortium analysis based on 2022 Project List of CNC NSMED

Because of the shift of a sizeable number of projects between time clusters, the costs per time cluster have shifted as well (Table 9). For instance the total costs of projects set to be completed after 2030 has increased from €17.1 billion to over €22 billion, an increase of 29%. The information is displayed below as well in Figure 8.

Figure 8: Evolution of project costs (official) - by completion time [€ m]

Source: Consortium analysis based on 2022 Project List of CNC NSMED

Figure 9: Evolution of project costs (official) - by completion time [share]

Source: Consortium analysis based on 2022 Project List of CNC NSMED

The largest cost changes (\pm €50 mln) per project, in terms of official cost estimates are shown below:

Table 10: Largest Cost Changes (\pm €50 mln) between PIR 2/2021 and PIR 1/2022

ID	Project Name	Costs €m PIR:2/2021	Costs €m PIR:1/2022	Change
2814	Connecting Brussels airport	88.86	151.82	62.96
6738	North South connection Limburg	Unknown	759.32	759.32
8221	Construction of a new peripheral railway station in Luxembourg-Howald	234.40	161.55	-72.85
8873	Upgrade of vehicles with ETCS SRS2.3.0d on-board equipment to ETCS SRS 3.6.0 - Level 2	94.55	43.12	-51.43
2178	A16 Rotterdam	1521.00	1788.00	267.00
2226	A24 Blankenburg connection	1909.00	1975.00	66.00
8801	A15 Rotterdam Suurhoff bridge	Unknown	86.00	86.00
8018	Calais Port 2015	411.60	461.78	50.18
8306	CAP2020: Maritime infrastructure development in the Port of Dunkerque (container terminal extension)	689.00	Unknown	-689.00
	Total of all projects	76,741	77,321	580

Project Finance Sources

Further progress can be seen in comparing the proportions of project funding according to their sources.

Table 11: Status of project financing sources (official costs only) [€ m]

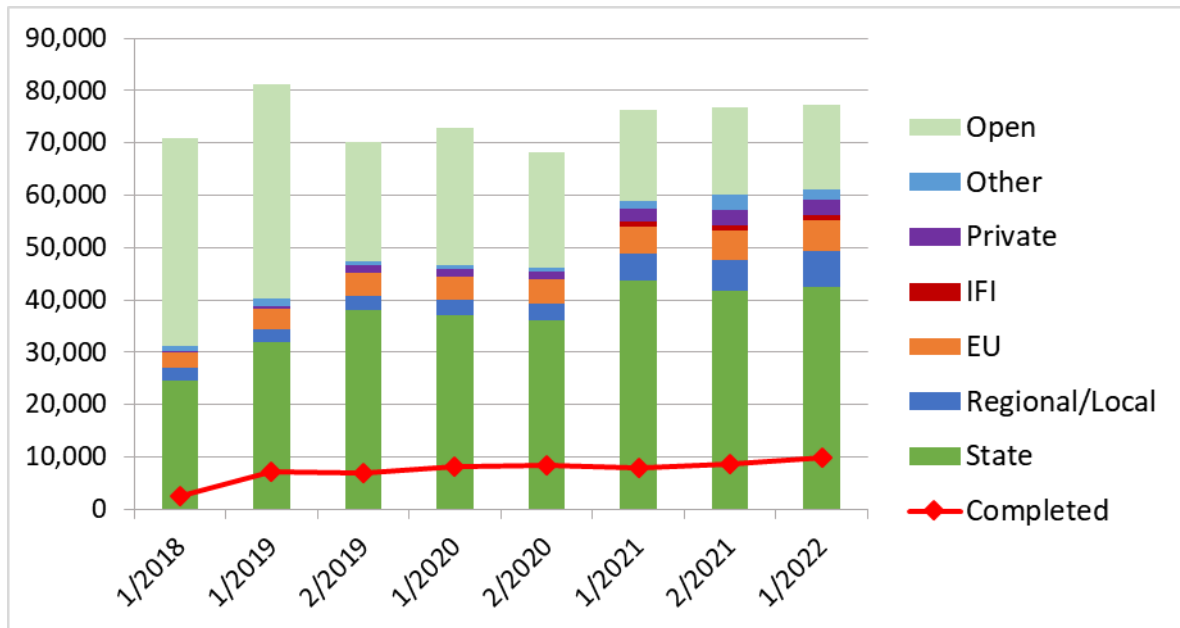
Report N°	1/2019	2/2019	1/2020	2/2020	1/2021	2/2021	1/2022
Reporting Date	05/2019	10/2019	04/2020	10/2020	05/2021	10/2021	04/2022
List Status	05/2019	06/2019	12/2019	06/2020	12/2020	06/2021	12/2021
State	31,865	38,016	37,103	36,145	43,674	41,705	42,588
Regional/Local	2,620	2,825	2,926	3,093	5,220	5,852	6,701
EU	3,798	4,337	4,461	4,713	5,052	5,676	5,899
IFI	4	4	4	4	1,013	1,015	1,011
Private	587	1,469	1,481	1,514	2,397	2,822	2,898
Other	1,493	615	615	635	1,533	2,962	2,122
Open	40,883	22,790	26,322	22,216	17,378	16,709	16,102
Total Cost	81,250	70,056	72,910	68,320	76,267	76,741	77,321
Of which: Completed	7,146	6,981	8,210	8,525	7,991	8,665	9,870

Source: Consortium analysis based on 2022 Project List of CNC NSMED

For the NSMED corridor, the highest share of funding comes from State sources. In this reporting period, a total amount of €42.6 billion was registered as state funding, an increase of almost €900 million compared to the last reporting moment (2/2022), but still lower than in 1/2021. Funding from regional/local sources has increased as well, from €5.9 billion in 2/2021 to €6.7 billion now. The “open” (unknown) category, calculated as the difference between the total cost and the sum of the rest of the funding sources, stands at €16 billion, which is slightly lower than before, continuing the downward trend.

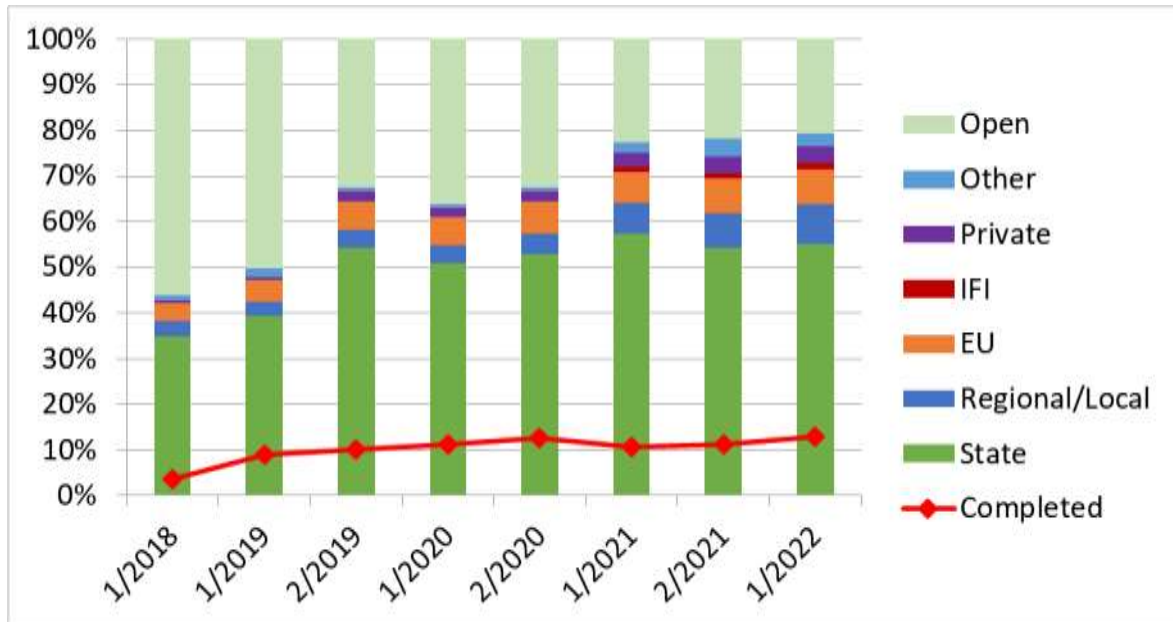
The evolution in terms of project funding is shown below in Figure 10 and Figure 11.

Figure 10: Evolution of project financing sources and value of completed projects (official costs only)



Source: Consortium analysis based on 2022 Project List of CNC NSMED

Figure 11: Shares of project financing sources [shares] and value of completed projects (official costs only)



Source: Consortium analysis based on 2022 Project List of CNC NSMED

Implementation difficulties

This chapter provides results from the monitoring of difficulties jeopardizing completion of the Corridor and Requesting EU Coordinator's action.

During the PL updating stages, Corridor Forum Members were asked to state any difficulty in the implementation of any project by answering the following question:

"Does this project show any difficulties, which jeopardize the completion of the Corridor by 2030? Please describe the nature of the difficulties and explain why they jeopardize the completion of the Corridor. Please indicate, if and what kind of support you may need from the European Coordinator.!"

Following this request, the Corridor Forum Members and Stakeholders have identified eight NSMED projects which have implementation difficulties. For some of them, they have also provided some information on the nature of the difficulties, and why the projects might jeopardize the completion of the Corridor. Six of these were already present in the October 2021 update, and two (IDs 6183 and 8953) have since then been added. The projects are:

Project ID	Category	Start date	End date	Total costs (official) in € m
6013	Road	11/2018	12/2022	18.93
Name	Secure Truck Parking on the Topcorridors in the Netherlands (SecureNL)			
Promoter	Provincie Zuid-Holland (Netherlands)			
Description	<p>The Action aims at the development and construction of 765 parking places at four safe and secure parking areas (SSTPAs) for Heavy Goods Vehicles (HGVs) that operate with digital real-time information systems, on the North Sea-Baltic, North Sea-Mediterranean and Rhine-Alpine Core Network Corridors.</p> <p>It is the first phase of the Global Project on Safe and Secure Parking Areas, under the Multiannual Programme of the Netherlands.</p> <p>The locations at Maasvlakte Plaza (Port of Rotterdam), Dordrecht, Truckparking Venlo and Asten are pivotal since the Netherlands have major road, rail and inland waterway transit freight serving significant traffic flows. The locations are in close proximity of Rail-Road Terminals, ports, airports and logistics centres for multimodal transport solutions.</p> <p>The activities include the upgrade and enlargement of existing truck parkings at Venlo, Asten and Rotterdam and the realisation of a new truck parking in Dordrecht. The Action also includes the implementation of a digital platform connected to the DATEX II access point in Netherlands to ensure transmission of static and dynamic truck parking data for SSTPAs.</p> <p>The safe and secure parking areas will undergo certification according to the new standards developed.</p>			
Nature of difficulties and why they jeopardize the Corridor	2 (of the 4) locations blocked by political decisions. Search for 2 alternative locations ongoing.			

Project ID	Category	Start date	End date	Total costs (official) in € m
6183	Road	01/2017	12/2030	2,898.00
Name	Optimization of the Brussels Ring road			
Promoter	De Werkvennootschap			
Description	Upgrade of Ring of Brussels - Severe Congestion issues leading to loss of reliability and decreases in productivity. To optimize the Brussels Ring Road and to improve its traffic flow and safety, local and transit traffic will be separated.			
Nature of difficulties and why they jeopardize the Corridor				
Other info	https://www.werkenaandering.be/nl			

Project ID	Category	Start date	End date	Total costs (official) in € m
6187	Road	02/2018	12/2030	4,391.00
Name	Oosterweel connection Antwerp			
Promoter	Lantis			
Description	Upgrade of Ring of Antwerp, building of Oosterweel connection, that enables the "closing" of the Antwerp ring road.			
Nature of difficulties and why they jeopardize the Corridor	BAM (Lantis) is in control of (financial) risks directly related to project. External risks such as not obtaining other necessary permits/licences, judicial procedures, changing regulation, mobility policy in wider region... possibly less in control.			
Other info				

Project ID	Category	Start date	End date	Total costs (official) in € m
7163	Multimodal	01/2010	01/2030	32.60
Name	City port of Triel-sur-Seine			
Promoter	Port Autonome de Paris			
Description	Development of a new port as a hub for eco construction material, ideally located outside Paris congestion area and able to foster modal shift from road to IWW and rail.			
Nature of difficulties and why they jeopardize the Corridor	There is a risk of not completion of the project as this project did not obtained the Declaration of Public Utility in 2014. Therefore, the project has still not been final approved by the government.			
Other info				

Project ID	Category	Start date	End date	Total costs (official) in € m
7768	Rail	01/2022	01/2030	250.00
Name	Project of flying junction in St-Lazare station			
Promoter	SNCF RESEAU			
Description	In front of Paris Saint Lazare station, groups J6 (Ile-de-France trains) and J5 (Normandy trains) shear off each other, which severely restricts traffic at this point. Many delays are caused by this situation. The construction of a "saut de mouton", an			

	<p>elevated structure allowing the separation of the flows, is the only credible solution to the difficulties of regularity of our trains due to these shearings between the tracks dedicated to the Transilien and the Normandy trains.</p> <p>The Paris Saint-Lazare station hub is a determining factor in the creation of the central transport network. The project will facilitate access to the Normandy coastline by eliminating the black spot constituted by the Paris Saint-Lazare rail complex. Indeed, the management of traffic is very constrained in the station, particularly because of the shearing between groups J6 and J5, the Paris Saint Lazare station is a factor of disruption on the axis with a loss of regularity and robustness.</p> <p>The aim of the project is to build a railway infrastructure to allow two traffic flows that would otherwise cross each other to cross at different levels.</p> <p>This project is complementary to the Serqueux-Gisors project financed by the European Union to the tune of 90 M€ and the Vernon project (for which we are applying). Indeed, the realization of these projects will eventually contribute to a better access by train (passengers and freight) to the Normandy coast. Indeed, the objective is to succeed in improving the robustness of traffic on this part of the Atlantic corridor.</p>
Nature of difficulties and why they jeopardize the Corridor	Paris saint lazare circulation and Eole project
Other info	Works might not start before 2024 (after completion of EOLE project and railroad switch works at Saint-Lazare)

Project ID	Category	Start date	End date	Total costs (official) in € m
8279	Rail	Unknown	Unknown	1,160.00
Name	Rhine-Rhône high speed rail line (LGV Rhin-Rhône) 2d phase of the East branch			
Promoter	SNCF RESEAU			
Description	<p>Rhine-Rhône high speed rail line (LGV Rhin-Rhône) 2d phase of the East branch.</p> <p>The Eastern Branch was divided into two phases to spread the financing over time:</p> <ul style="list-style-type: none"> • A first phase consisting of the construction of a 140km long high speed rail line allowing maximum commercial speeds of 320km/h, and 2 new TGV stations near Besançon and Belfort. • A second phase comprising respectively a 35km section of track at the eastern end and 15km at the western end of the first phase, completing the high speed link from Mulhouse to Dijon 			
Nature of difficulties and why they jeopardize the Corridor	<p>The second phase of the Eastern Branch is technically ready for construction, with all land acquired and most civil engineering project studies and environmental approvals completed. A protocol of intention for the financing of the second phase was signed between the regions of Eastern France (Alsace, Franche-Comté, Burgundy), the French government and RFF in 2012. At the time the cost of the second phase was estimated at €1.16 billion – €850 million for the eastern section and €310 million for the western section.</p> <p>In late 2012 however, the newly-elected French government decided to reprioritize</p>			

	<p>all major infrastructure projects included in the national transport infrastructure plan in light of the current economic conditions. In July 2013 the French government adopted a report that recommended postponing the completion of the Eastern Branch until after 2030. A subsequent review of French infrastructure priorities in 2018 confirmed this conclusion, and recommended no government funding for the second phase of the Eastern Branch before 2038.</p> <p>As funding constraints are the primary reason for the French government's decision to postpone the project, regional and local authorities have been working to find solutions to help overcome these constraints. Optimisation studies undertaken in 2016 have enabled the cost of the eastern section to fall to less than 700 million euros and the cost benefit analysis completed in 2018 shows the project has a positive NPV with an NPV to cost ratio of 10%.</p> <p>In light of these findings the French Minister of Transport announced in 2019 that the timeframes for the construction of the second phase of the Eastern Branch would be reviewed with an objective of including the project in the infrastructure plan for 2023-28</p>
Other info	No State funding currently planned before 2038 (situation to be reviewed in 2027).

Project ID	Category	Start date	End date	Total costs (official) in € m
8311	Rail	02/2017	12/2034	TBD
Name	MetroLink - Formerly Metro North			
Promoter	Transport Infrastructure Ireland/ National Transport Authority			
Description	Developing a metro link between the city centre and Dublin Airport to reduce reliance on road infrastructure			
Nature of difficulties and why they jeopardize the Corridor	Completion of corridor by 2034 reliant on approval of PBC, and Enforceable Railway Order			
Other info	Preliminary Business Case approval Q2 2022 Submission of Railway Order (RO) to An Bord Pleanála, subject to Preliminary Business Case approval, Q2 2022 Expected construction start 2025			

Project ID	Category	Start date	End date	Total costs (official) in € m
8953	Road	Unknown	Unknown	TBD
Name	N11 Jn 4 N11 to Kilmacanogue			
Promoter	Transport Infrastructure Ireland			
Description	The scheme extends from Junction 4 (M50) to Junction 14 (Coynes Cross). The scheme is 22km in length with approximately 4km in Dún Laoghaire –Rathdown County Council (DLRCC) and the remaining 18km within the jurisdiction of Wicklow County Council (WCC).			
Nature of difficulties and why they jeopardize the Corridor	Funding Constraints			
Other info	Studies and traffic forecasting underway and options considerations underway. Phase 2 Options Selection is complete. Phased delivery likely. Phase 3 Design and Phase 6 Construction subject to funding.			

Conclusions

- PIR 2022/No 1 is the third project list analysis based on the full update of the project list carried out at the beginning of 2021. It is the last Project Implementation Report within the current contract. All the maturity and financial parameters have been reviewed, and updated where needed.
- Compared to the last update, one project has been added, which is the extension of the multimodal container terminal in Brussels. On the other side, eight projects have been deactivated, which were mostly projects on Inland Waterways in Belgium and France.
- In total there are now 498 projects listed for the NSMED corridor (seven less than in the PIR 2021/No2), worth €77.3 billion in total.
- In addition to the above, there are five Irish projects with only minimal maturity and financing data, including a project related to the DART network in Dublin, other local transport improvement projects in Dublin and Cork and a highways enhancement project in the Greater Dublin area; these projects are in the early stage of development and are subject to business case development and other feasibility work.
- In the Netherlands there are five projects missing dates and cost figures, which are projects on connecting Schiphol Airport to the rest of Amsterdam by light rail (the Noord-Zuid line), alternative fuels facilities in the North Sea Ports, and the Kreekrak lock. They require elaboration in terms of timescale and cost.
- In France there are 10 of these “not mature” project entries as well, including port projects in Dunkerque and Marseille/Fos, as well as rail projects such as the Lille Express Network. There is also still incomplete information concerning the development of alternative fuel facilities, digital tool deployment and the construction of new sections along the ViaRhona/Eurovelo Road 17.
- There are eight projects with implementation difficulties, up from six in October 2021. These might jeopardize the completion of the corridor by 2030.