



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Mediterranean Core Network Corridor
The European Coordinator

INFRASTRUCTURE PROJECTS ON THE MEDITERRANEAN CORRIDOR RECEIVE €1.3 BILLION IN EU CO-FUNDING

Information note by Laurens Jan BRINKHORST, European Coordinator for the Mediterranean Corridor

On 29 June 2015, the EU Transport Commissioner Ms Bulc announced the outcome of the so far biggest CEF Call for Proposals, launched in 2014. Given that the available amount for co-funding was oversubscribed three times, a strong focus and a strict prioritisation have been 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. The huge success of the 2014 Call had as a consequence that not all good projects could have been retained for funding.

As the Coordinator for the Mediterranean core network corridor, I am pleased that several important projects along the Mediterranean Corridor will be proposed for funding. As the main cross-border section of the corridor linking France and Italy, the new railway link Lyon-Turin will receive 40% co-funding for the construction of the Mont-Cenis base tunnel up to 2019. This will be the long-awaited financial boost enabling the two Member States to launch the main works on the base tunnel by 2017. In addition, France will receive co-funding for the next planning phase of the railway by-pass of Lyon and for studying the new railway line Montpellier-Perpignan, both two important sections of the Corridor and vital for an effective railway connection to and from Spain.

In Spain, the conversion of the existing railway lines from the Iberian gauge to the standard European gauge along the Mediterranean coast will receive a major boost through the proposed 40% co-funding and further increase the interoperability of rail between Spain and the rest of Europe. In addition, the improvements of the connections to the ports of Barcelona and Valencia will be co-funded allowing further growth of these ports and of the maritime dimension of the Corridor.

Besides the co-funding of Torino-Lione Italy will receive EU support for the improvement of the Northern Italy waterway system. The Eastern part of the Mediterranean corridor will benefit from the co-financing of the upgrading of key sections on the railway networks of Slovenia, Croatia and Hungary.

Several other projects concern intermodal terminals, alternative fuels and the deployment of other innovative transport technologies along the Corridor.

In total 25 projects located on the Mediterranean corridor have been proposed for funding by the European Commission with a global grant of €1.28 billion, of which €183 million have been requested under the Cohesion envelope.

The proposed funding decision must now be formally adopted by the Connecting Europe Facility Committee, which will meet on 10 July 2015. The individual grant agreements will then be prepared by the Innovation and Networks Executive Agency (INEA) and signed with the project beneficiaries in the second half of 2015.

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