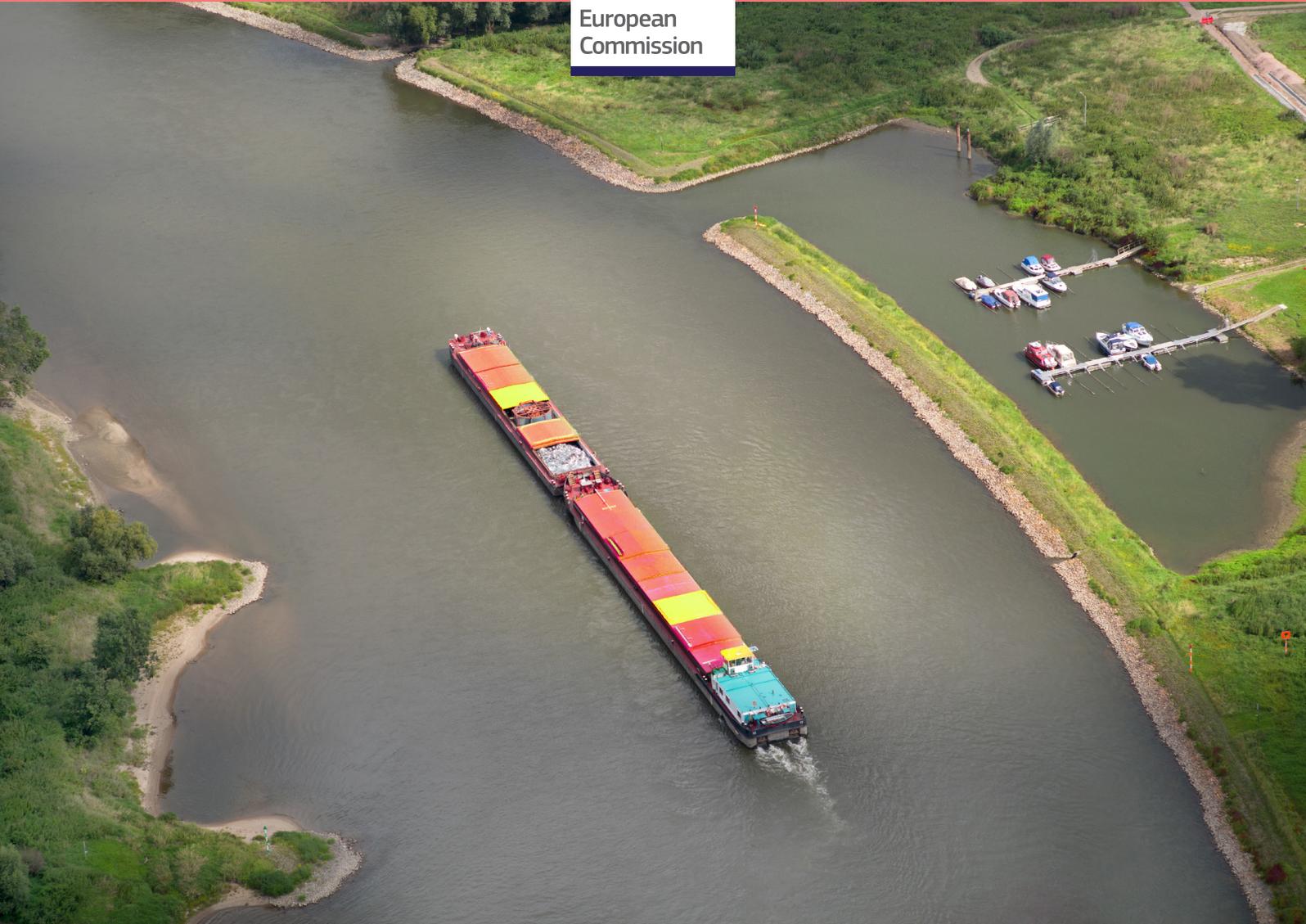




European
Commission



CEF support to

Inland Waterways

June 2018

*Innovation
and Networks
Executive Agency*

The Connecting Europe Facility (CEF) Transport

Inland Waterway Portfolio

State-of-play: June 2018

Table of Contents

1. Introduction	2
2. CEF Transport Portfolio Overview.....	3
3. Inland Waterway Portfolio Overview	4
3.1 North Sea Mediterranean Corridor.....	7
3.2 Rhine Danube Corridor.....	9
3.3 North Sea Baltic Corridor.....	11
3.4 Atlantic Corridor.....	13
3.5 Orient East Med Corridor	14
3.6 Rhine Alpine Corridor	15
3.7 Mediterranean Corridor	17
3.8 Other Sections of the Core Network.....	17
4. Outlook.....	17
Annex 1: Map of RIS actions.....	18
Annex 2: List of Inland Waterway actions.....	19

1. Introduction

Since the start of the CEF Programme in 2014, 52 Inland Waterway actions have been granted CEF funding with the aim of reinforcing the contribution of inland waterways and ports to a sustainable European freight transport network, in particular to core network corridors, and in support to the Naiades II policy framework (adopted by the Commission on 10 September 2013).

Studies, works and mixed actions are supported to ensure the implementation of the TEN-T inland waterway network and corridors and to promote inland waterway transport. This objective is pursued through different approaches:

The first approach focuses on upgrading the network of TEN-T waterways in line with technical requirements and priorities of Regulations 1315/2013 and Regulation 1316/2013. A particular focus is placed on the Core Network Corridors and their pre-identified projects and sections. Specific attention is also paid to other sections of the Core Network, including isolated waterways. Actions aiming to improve cross-border sections, connect waterway networks, remove bottlenecks, improve navigation conditions and last but not least improve the integration of inland ports in the road and rail transport networks, have received the bulk of funding.

In concrete terms, these actions plan measures to improve navigation conditions (safety, reliability, efficiency) and capacity. They include inter alia studies and works to calibrate waterways, upgrade locks, increase under-bridge clearance, provide infrastructure for mooring and waterside operations and improve the port connections to the railway and road networks. Furthermore, it is important to note that maintaining a good ecological status (GES) while integrating the guiding principles of the International Convention of the Protection of the Danube River (ICPDR) is essential for the actions located in the Cohesion countries.

The second approach consists of supporting the deployment of harmonised and interoperable RIS across Europe to enhance safety, efficiency and environmental friendliness and to facilitate interfaces with other transport modes. This is implemented in the framework of Directive EC/2005/44.

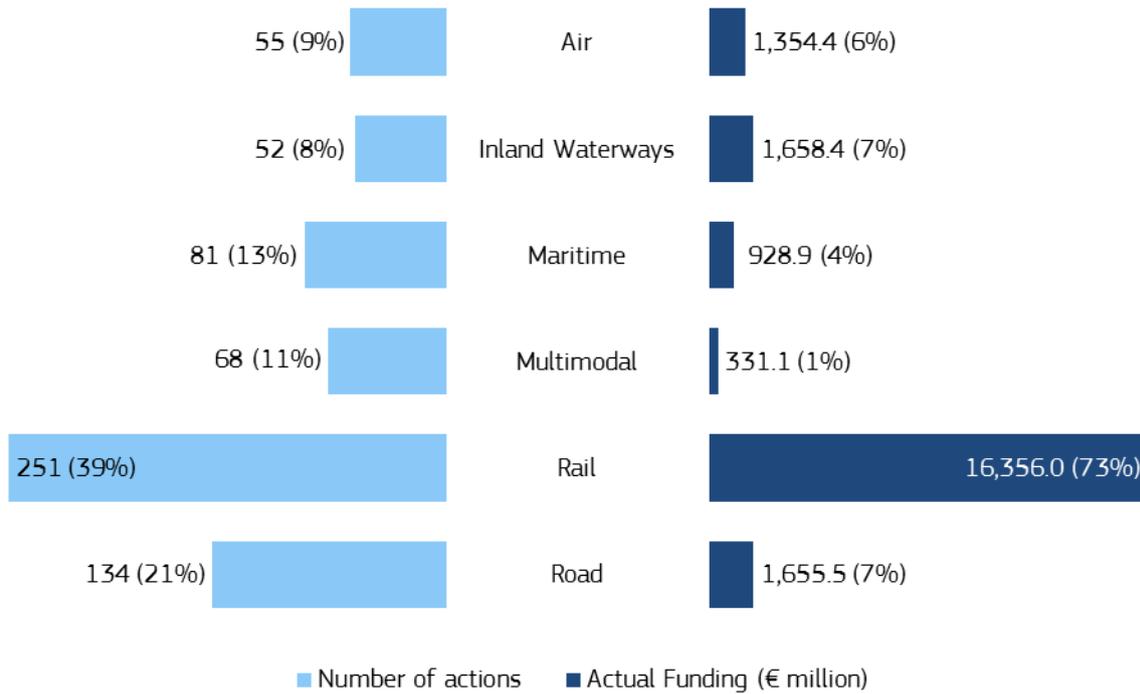
The third approach concentrates on the deployment of new technologies and innovation in all transport modes, with a focus on decarbonisation, safety and innovative technologies for the promotion of sustainability, operation, management, accessibility, multimodality and efficiency of the network.

Flagship projects and other important CEF interventions on the TEN-T waterway network are described below, in particular in the sections on Core Network Corridors.

2. CEF Transport Portfolio Overview

CEF Transport has so far funded 641 grants worth €22.3 billion of EU contribution, with a total investment in the European economy of €46 billion. Support to inland waterway transport currently represents €1.7 billion (or 7% of the total CEF Transport funding allocated so far). A total of 103 proposals were received for inland waterways requesting €3.7 billion in EU contribution. This corresponds to a success rate of 54% which is slightly higher than for the overall CEF Transport success rate of 45%.

CEF Transport portfolio by mode of transport



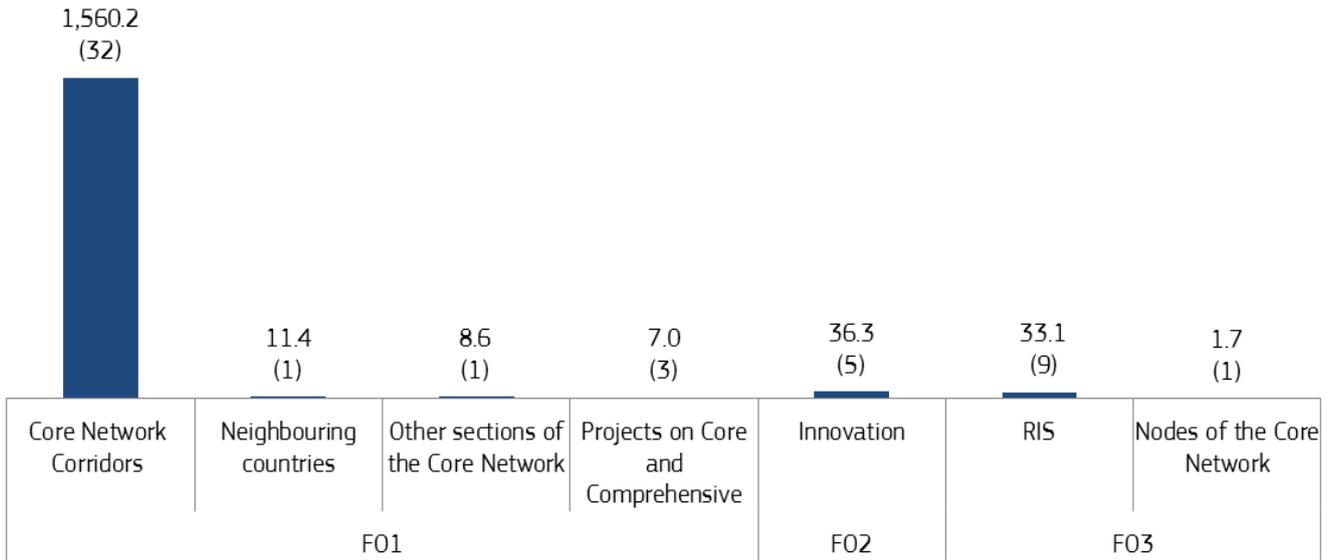
The current CEF Transport Inland Waterway action portfolio includes actions concerning inland waterway infrastructure, inland ports, innovation and greening of inland waterway transport and river information services (RIS). The portfolio is composed of 52 actions selected under the 2014-2017 calls and receiving €1.7 billion in CEF Transport funding for a total investment of €3.8 billion. This includes 4 actions selected under the blending Call (first cut-off date) for a total investment of €69.3 million.

This report is based on the actions selected under the Inland Waterway category. Other actions under rail or multimodal transport modes might also contribute to Inland Waterway objectives but are not covered here.

3. Inland Waterway Portfolio Overview

The large majority of inland waterway actions were selected under the Core Network Corridor funding priority. The Funding priorities River Innovation Services (RIS) and Innovation actions also account for an important share of the funding allocated to inland waterway actions.

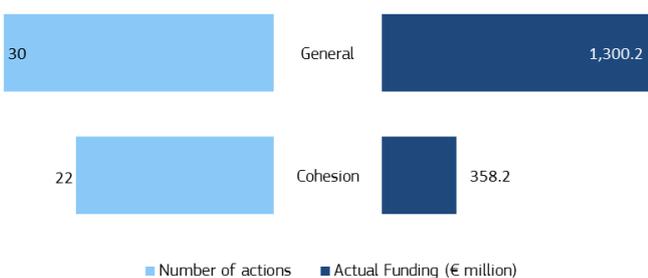
Funding per Priority
€ million (number of actions)



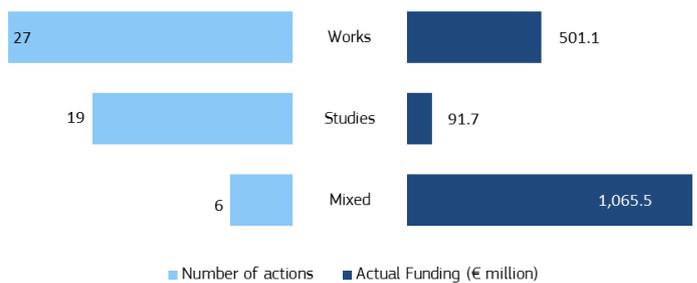
Furthermore, the largest share of funding to inland waterway actions comes from the general envelope.

The location of the 9 RIS actions is shown in detail on the map in Annex 1.

Portfolio per Envelope

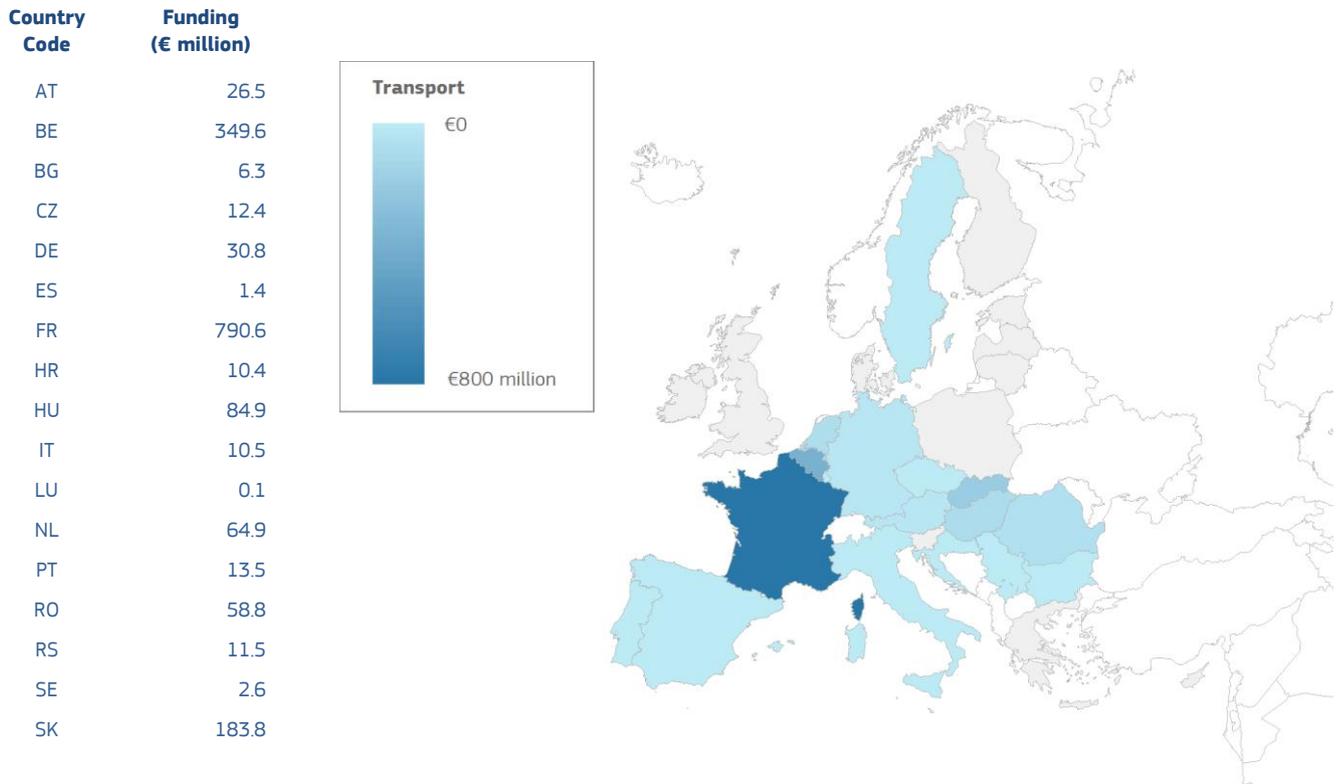


Portfolio per type of action



The countries which receive the most funding for inland waterway actions are France and Belgium, a direct result of the Seine-Escaut action. In the Danube region, a large number of actions receive support to upgrade the inland waterway infrastructure from the CEF Cohesion funds. Among these, the action upgrading the Gabčíkovo locks in Slovakia is the largest in terms of funding.

Funding per Beneficiary Country for Inland Waterway



The allocation of Inland waterway actions to the Comprehensive and Core networks is detailed below:

- **Comprehensive network**

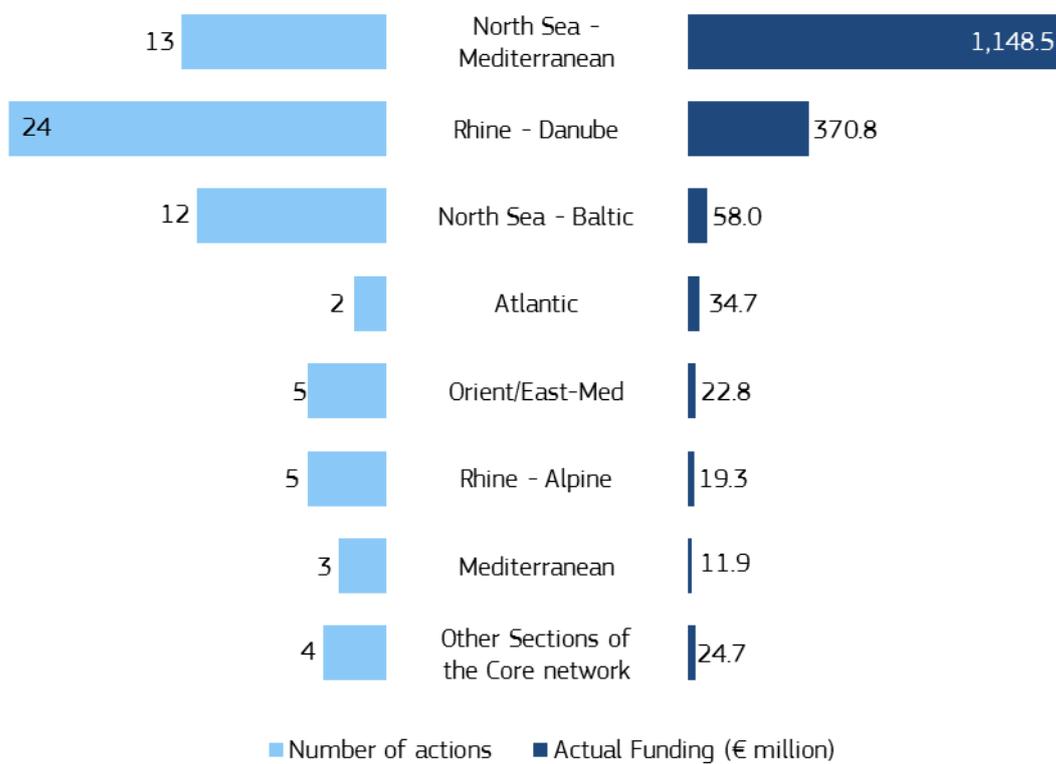
Out of the 52 Inland Waterway actions only one is on the Comprehensive network as it addresses the comprehensive Inland Ports of Köping and Västerås, which are nonetheless located on the Malaren (a core inland waterway). The Action consists in preparatory studies for investments in the waterways and in the inland ports.

- **Core network**

The remaining 51 actions are on the TEN-T Core network.

Of the 9 Core Network Corridors, 7 contain an Inland Waterway network. Actions on the North Sea Mediterranean Corridor receive the largest share of CEF Transport funding (70%) whilst the largest number of actions are located on the inland waterway network of the Rhine Danube Corridor.

Number of actions and funding (Core Network)¹



¹ Please note that whilst the funding for each corridor is correct, summing all of them up to calculate total funding in the corridors is wrong – because of double counting for overlapping sections.

3.1 North Sea Mediterranean Corridor

Inland waterway transport is the area to which the bulk of CEF funding for this corridor is allocated. In total the inland waterway portfolio in the North Sea Mediterranean Corridor is composed of 13 actions, expected to address 13 bottlenecks and receiving €1.1 billion in CEF Transport funding.

The first and main group of actions is addressing critical issues highlighted by the European Coordinator in his Work Plans, in particular the missing link between the Seine and Scheldt basins. These actions foresee large-scale investments in inland waterway and port infrastructure. They are essentially aiming to implement a wide-gauge fluvial link between France, Belgium and the Netherlands (please refer to map) as well as to upgrade major waterways in order to provide access to bigger vessels with a higher load. Altogether, the actions consist in (i) connecting the Seine and the Scheldt basins with the new high capacity 107km link, the Canal Seine-Nord Europe; (ii) removing navigation bottlenecks, improving navigability conditions and reliability in the dense waterway networks of Northern France and Belgium (Seine-Escaut network) and the Netherlands (the Maas in particular); (iii) resolving a capacity issue for inland (and maritime) transport at Terneuzen, the gate of the Gent-Terneuzen Canal, by building a new lock.

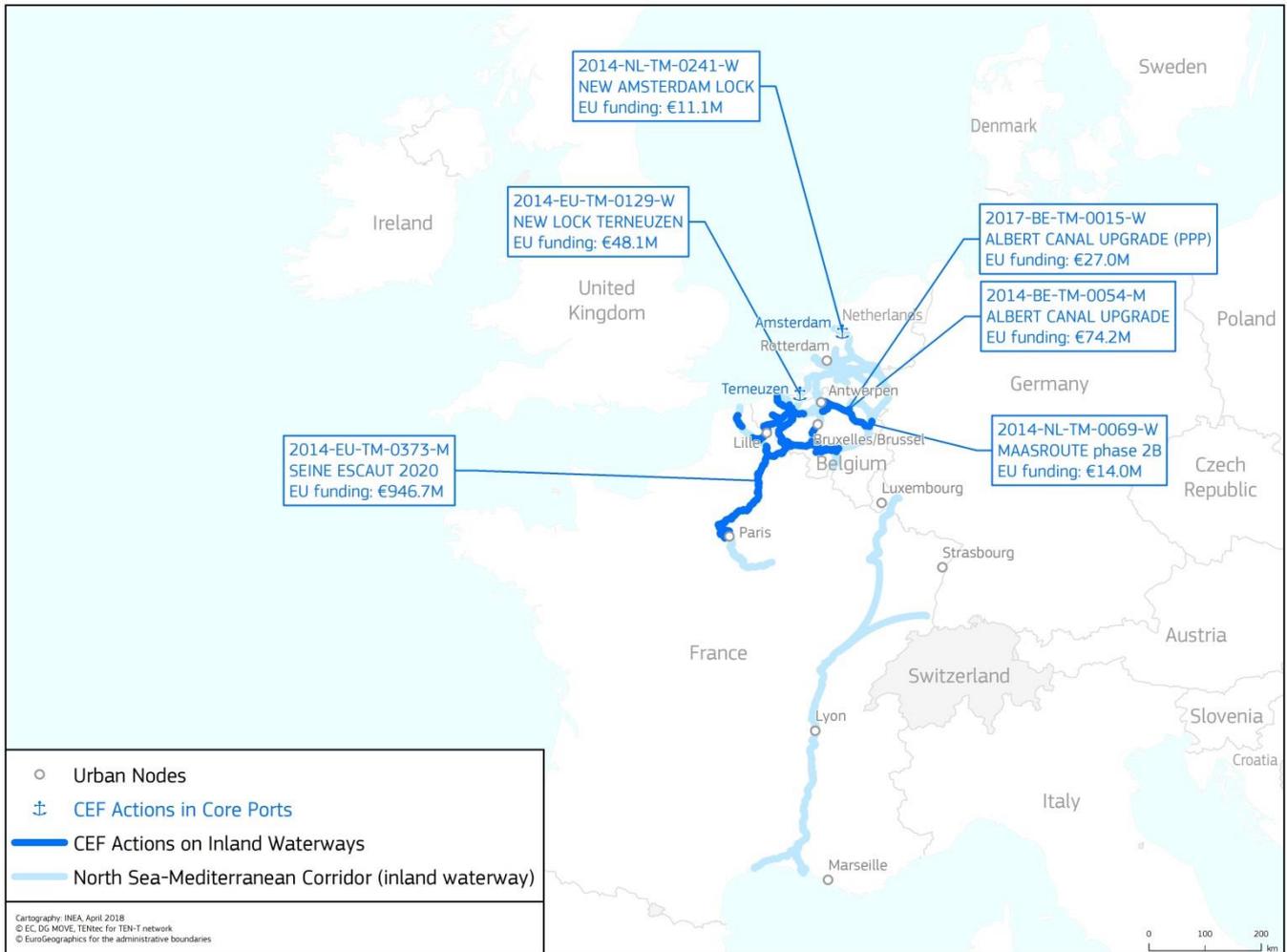
This is being achieved through cross-border and national actions, mainly through Seine-Escaut 2020 (2014-EU-TM-0373-M), the flagship project on this corridor which foresees upgrades of the North Western French and Belgian waterways which are connected to each other and to the future canal. The project foresees a class Vb fluvial link from Gent to the Seine. Bridge under clearance of 7m in the network (except for the Oise section, limited to 5.25m) will allow the passage of 3 layers of containers. Numerous fluvial bottlenecks are being addressed in this action.

In addition, the Albert Canal (2014-BE-TM-0054-M and 2017-BE-TM-0015-W selected under the Blending Call) linking the port of Antwerp with Port of Liège and the Meuse is being upgraded by widening a section outside Antwerp to achieve class VIb (in line with the rest of the waterway) and lift bridges to achieve an under-clearance of 9.1m so as to allow the passage of 4 layers of containers in an area where container traffic is growing steadily.

The second group of actions concerns the implementation of RIS, in the framework of the RIS Directive 2005/44/EC, in all regions of Belgium as well as the multinational initiative RIS COMEX (2015-EU-TM-0038-W) to improve cross-border cooperation with a view to achieving more harmonised river information service for whole inland waterway transport corridors, with common data quality, equal service level and unique access. As a result, inland waterway transport on the main navigation corridors (including on the NSM corridor) will be better supported with a view to increased efficiency, competitiveness and integration in the multimodal transport chain.

Finally, the third group of actions are looking into extending access to clean fuel and innovative solutions as recommended by the European Coordinator (i) an innovative freight transport concept to enhance interconnectivity and interoperability between the TEN-T Core Network and smaller inland waterways (2014-BE-TM-0578-S); (ii) facilitating large scale implementation of LNG in inland navigation (2014-NL-TM-0394-S).

Main Inland Waterway work actions in the North Sea Mediterranean Corridor (excluding RIS)



3.2 Rhine Danube Corridor

The inland waterway portfolio in the Rhine Danube Corridor consists of 24 actions, receiving €370.8 million in CEF Transport funding, which aim at establishing and maintaining a good navigation status along the Danube and the Sava rivers.

As a Corridor Flagship action, "FAIRway Danube" (2014-EU-TMC-0231-S, 2014-EU-TM-0219-S), will provide on-time harmonized information about the Danube shallow sections, water levels and water level forecasts to identify maintenance priority measures and to implement large scale work measures to ensure and improve good navigation status along the whole Danube. Hydrological service equipment (gauging stations, surveying and marking vessels) is acquired in the beneficiaries' countries (Austria, Bulgaria, Croatia, Hungary, Slovakia, Romania) to carry out pilot surveying and marking activities to collect and analyse the data for the Danube critical sections.

Targeting 6 major bottlenecks, the other CEF-funded IWW projects concentrate mainly on three areas of intervention: upgrade and construction of infrastructure, studies with pilots addressing environmental concerns and the implementation of RIS along the whole Danube.

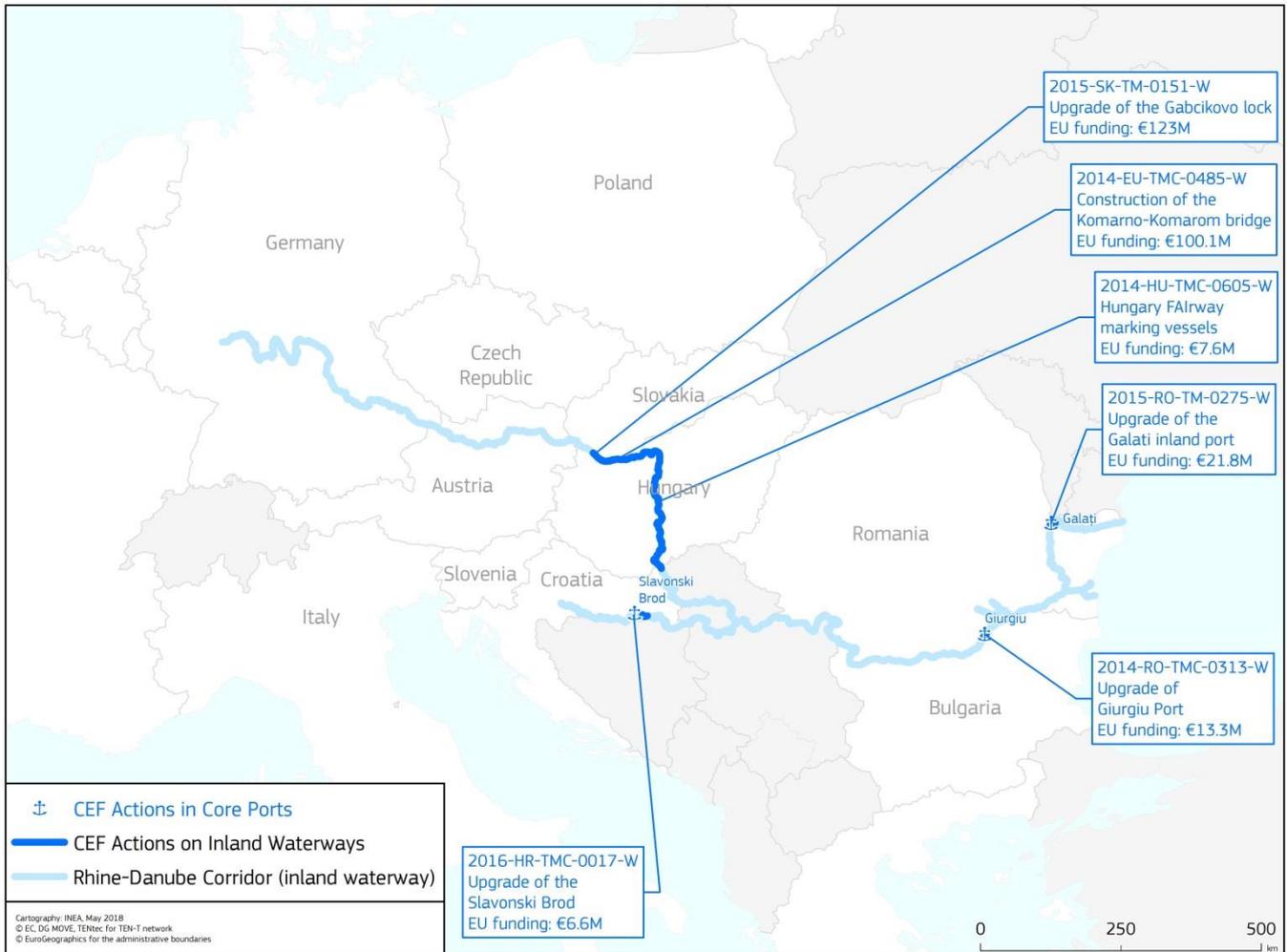
Several bottlenecks resulting in unreliable, unsafe and non-compliant navigation infrastructure are being tackled through works actions, namely: the reconstruction of the cross-border Komarno-Komarom Bridge (2014-EU-TMC-0485-W) and Gabčíkovo lock (2015-SK-TM-0151-W) or the upgrade of the inland ports of Giurgiu (2014-RO-TMC-0313-W) and Galati (2015-RO-TM-0275-W).

The other group of actions aims at ensuring a long term good navigation status side by side with a good ecological status (GES) along three stretches of the Danube and the Sava rivers: the Romanian-Bulgarian and Hungarian-Slovakian common sections (actions 2014-EU-TMC-0297-S and 2016-SK-TMC-0263-S, respectively) as well as the Croatian Sava (2014-HR-TMC-0122-S). Integrating the guiding principles of the International Convention of the Protection of the Danube River (ICPDR), these pilot actions encompass the realisation of all necessary environmental assessments, which are a key precondition to any subsequent construction works intervention.

Operational bottlenecks are being addressed through RIS-related actions involving all Danube riparian countries (2014-HU-TM-0619-W and 2015-EU-TM-0036-W, 2015-EU-TM-0038-W). Their objectives are the promotion of a more transparent and effective data exchange process and the simplification of complex administrative procedures.

Even though CEF action 2016-RS-TA-0073-W is located outside the EU it is still very relevant to the Rhine Danube Corridor because it aims to upgrade the Iron gate lock which connects Member States with neighbouring countries. This action can be found in "Other Sections of the Core Network" and in the list of actions in Annex 1

Main Inland Waterway work actions in the Rhine Danube Corridor (excluding RIS)



3.3 North Sea Baltic Corridor

The inland waterway portfolio in the North Sea Baltic Corridor is composed of 12 actions, receiving €58 million in CEF Transport funding. The actions are located in the Netherlands, Germany and Belgium. The location of the supported inland waterway works actions are represented on the map below.

The Amsterdam Sea Lock's preparatory works and the project management are supported with a €11 million CEF Transport grant. The action shows good progress as the preparatory works (including the necessary demolitions and relocations of civil engineering structures) are already completed and the construction works (not part of the action) are ongoing. It is expected that the action will be completed in full and in time.

Innovation is present in inland waterways through a study action in the Netherlands aiming to facilitate large scale implementation of LNG in inland navigation, thus forcing a breakthrough in the LNG market through innovative financing solutions and standardisation. Furthermore, through an action selected in the 2017 Blending Call, CEF supports innovative 'zero emission' inland waterway ships in the Netherlands.

Germany, the Netherlands and Belgium are all participating in the River Information Services Corridor Management (COMEX), which started in February 2016 (2015-EU-TM-0038-W) and aims to improve cross-border cooperation with a view to achieving more harmonised river information service for whole inland waterway transport corridors, with common data quality, equal service level and unique access.

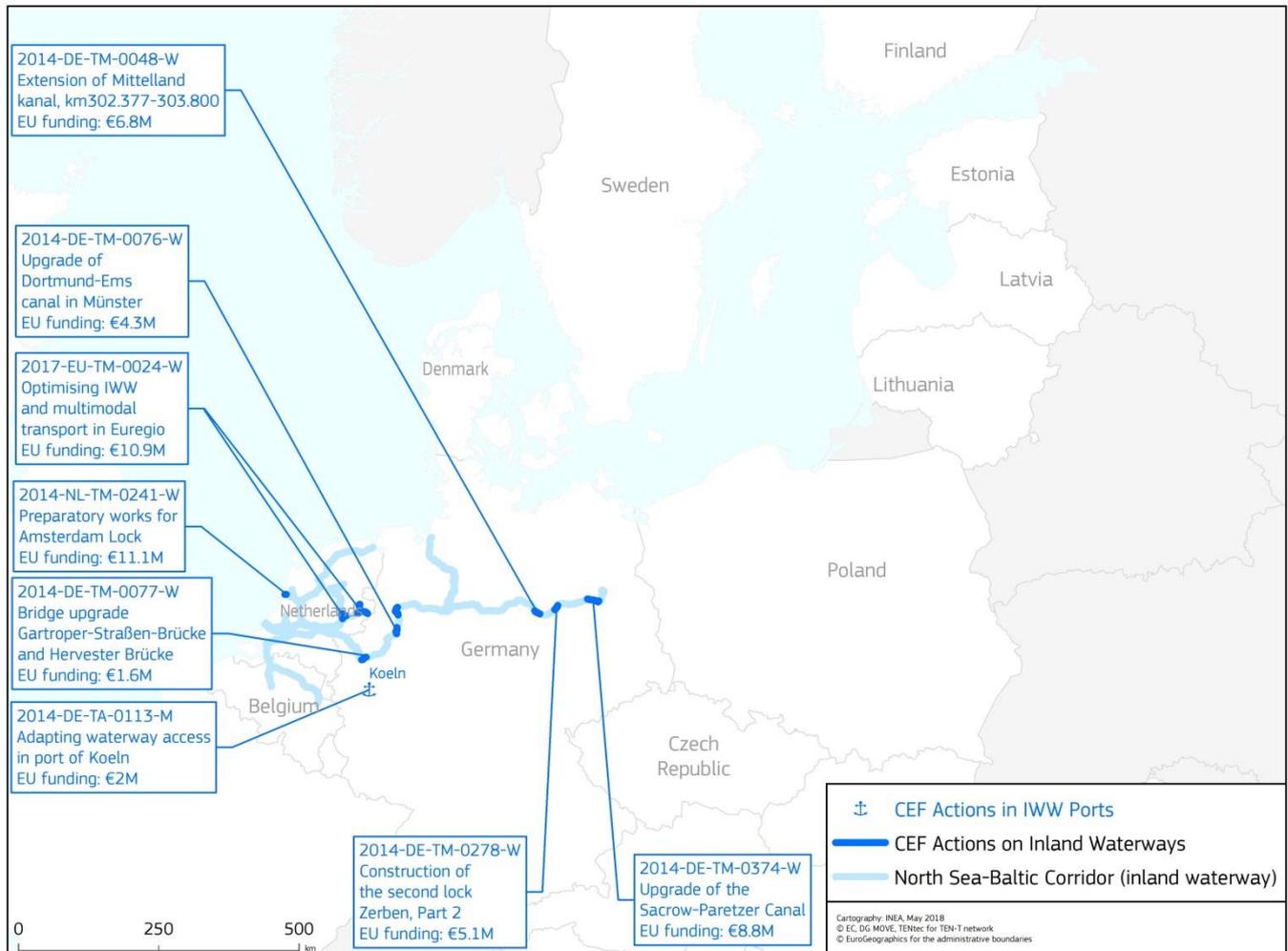
Furthermore on the Corridor there are six German inland waterways actions with a cumulated CEF grant of €28.6 million having as objectives the:

- 1) Development of the Western German canals according to the criteria of the European waterways class Vb. and, consequently the improvement of the connection between the ARA seaports (Amsterdam, Rotterdam, Antwerp) and Berlin/Poland; in particular by replacing bridges and culverts along several western German canals (Dortmund-Ems-Kanal (DEK), Wesel-Datteln-Kanal (WDK) and Rhein-Herne-Kanal (RHK)). The bridges will be provided with an increased clearance height to enable double-stacked container transport.
- 2) Improvement of the Hannover-Magdeburg-Berlin waterway connection according to the criteria of the European waterways class Vb. This will be done in particular by: i) upgrading the lock in Zerben hence removing the last relevant bottleneck along the Elbe-Havel Canal; ii) upgrading a specific section of the Sacrow-Paretzer Canal (a major bottleneck of the lower Havel waterway); and iii) by widening and increasing the depth of the Mittelland Canal bed.
- 3) Contributing to the strengthening of Inland Water Way transportation, by making the Port of Cologne more modern and efficient, in particular by reinforcing parts of the waterfront walls of the port.

Regarding their progress, the replacement of the Schillerstraßen-Brücke is completed, the Hervester Brücke no. 423 was opened for traffic in May 2015; the Gartroper Straßen-Brücke no. 308 is completed and the waterfront walls of the Port of Cologne were improved. The lock in Zerben was finalised and from March 2018 has been open to the traffic on the Elbe-Havel Canal for large motor freight vessels of up to 2300 t and push tows of up to 185 m length, 3600 t carrying capacity and 2.80 m draught. With the completion of the lock, the last bottleneck along the Hannover – Magdeburg – Berlin waterway connection was removed and the capacity of the network substantially increased.

The actions belonging to this transport mode are expected to address 14 bottlenecks and equip the ports of Antwerp, Brussels and Köln, as well as Berlin, Braunschweig, Dortmund and Magdeburg with supply points for alternative fuels.

Main Inland Waterway work actions in the North Sea Baltic Corridor (excluding RIS)

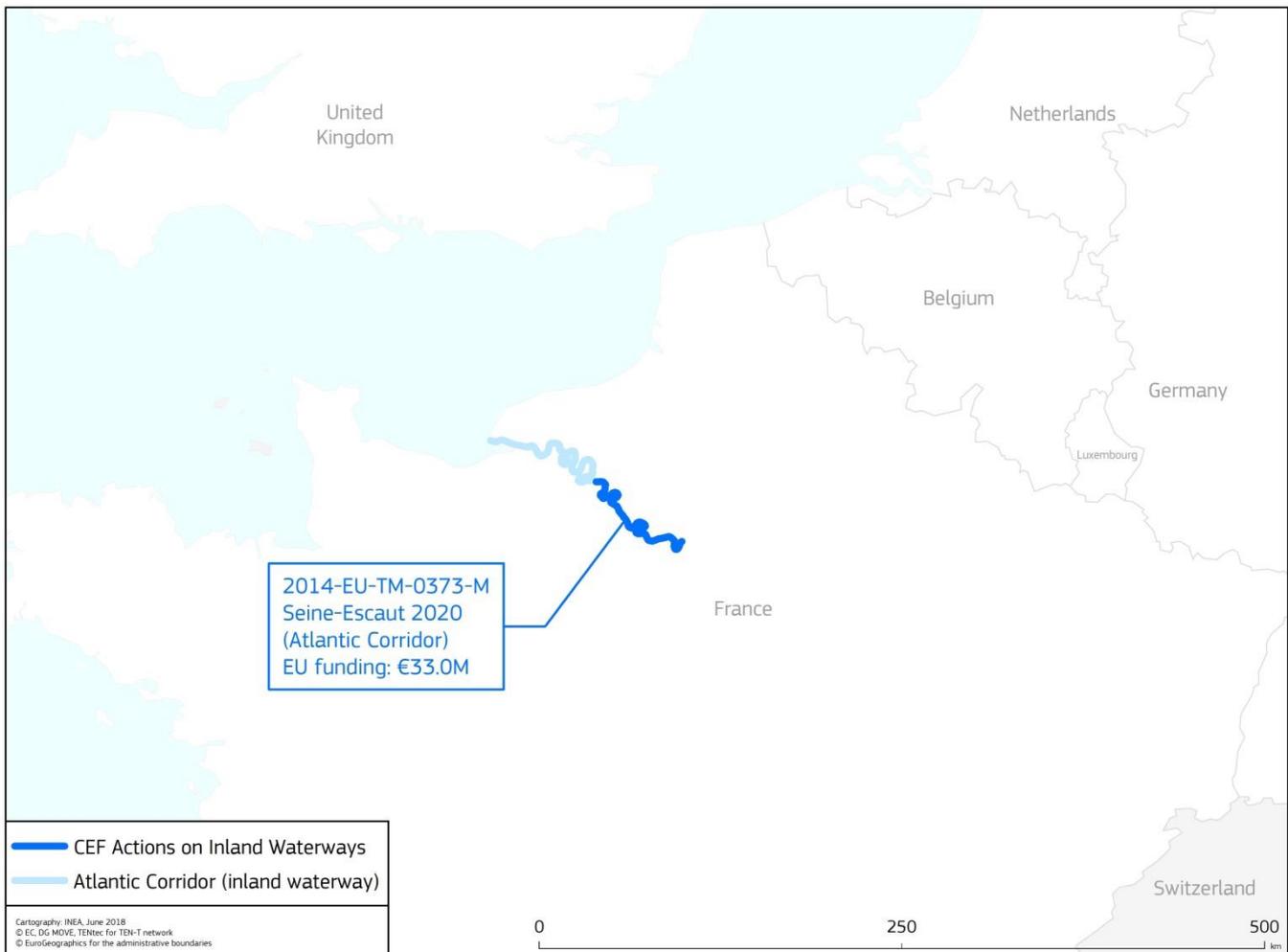


3.4 Atlantic Corridor

The portfolio of inland waterway actions in the Atlantic Corridor addresses the priority of enhancing multimodality. 2 actions, receiving €34.7 million in CEF Transport funding will improve the section Le Havre-Paris of the Seine and, in the North of Paris, the link to the Seine-Escaut canal (common with the North-Sea Mediterranean Corridor). These actions will contribute to upgrade and develop the lower Seine (modernization of docks and locks) on the common section with the Seine-Escaut which will improve the capacity of Inland waterways and enhance modal shift. Furthermore, studies will also pave the way for the implementation of two new ports on the lower Seine, developing alternative transport means and introducing sustainable logistics serving the core urban node of Paris with the objective to enhance multimodality. The locations of the action with works are displayed in the map below.

Additionally there are three actions (2015-PT-TM-0319-S, 2014-PT-TA-0439-S, 2015-PT-TM-0205-W) located outside the Atlantic corridor which still contribute to the development of the Atlantic inland waterway network. These action can be found in "Other Sections of the Core Network" and in the list of actions in Annex 1

Main Inland Waterway work actions in the Atlantic Corridor (excluding RIS)



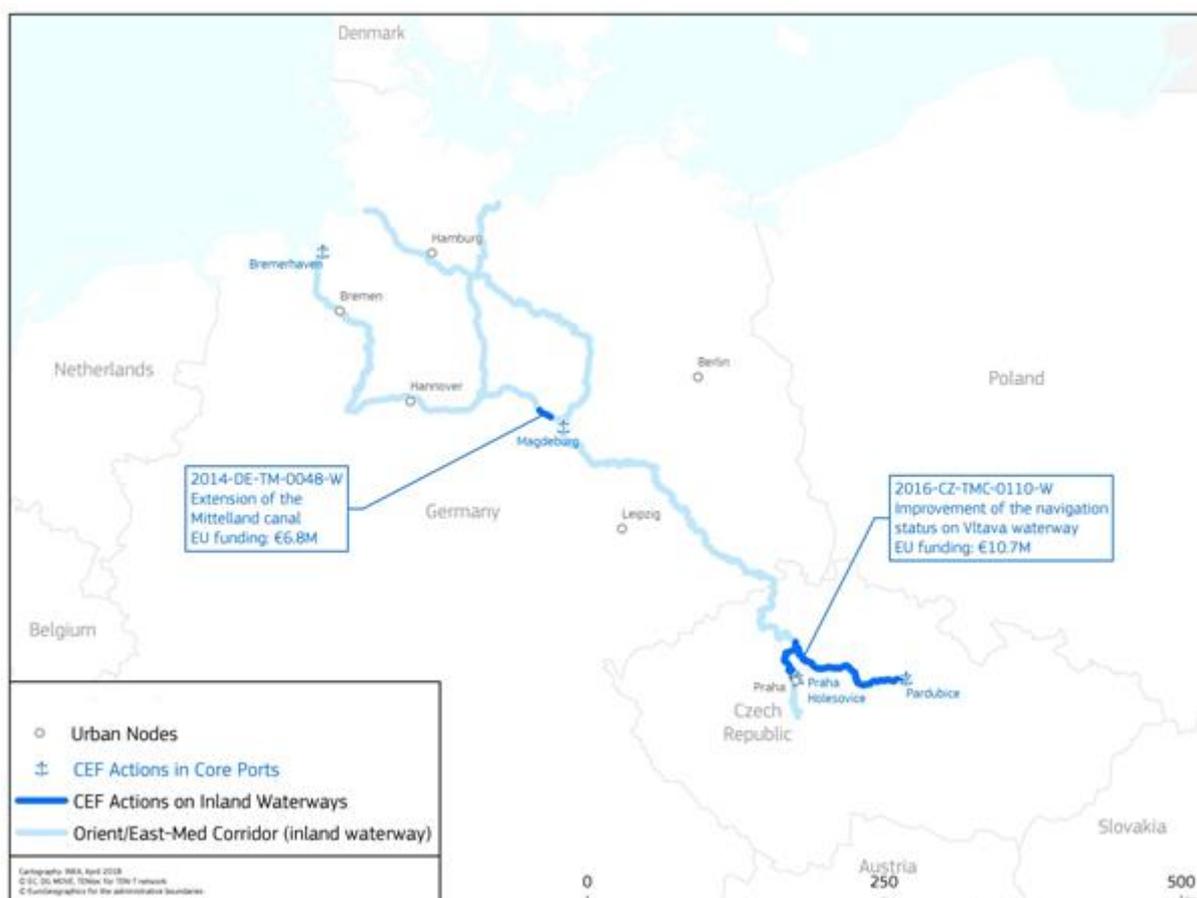
3.5 Orient East Med Corridor

In total the CEF inland waterway portfolio in the OEM Corridor is composed of 5 actions, receiving €22.8 million in CEF Transport funding: 3 actions relating to traditional infrastructures (which will address 3 bottlenecks) and 2 for River Information System (RIS).

Concerning infrastructure, the 3 aforementioned CEF actions will contribute to the compliance of the IWW network with TEN-T requirements. Following the guidance provided in the Work Plan, two actions will enhance navigation capacity through the upgrade of 2 existing locks on the Vltava River (2016-CZ-0110-W) and the increase of the navigable section along 1.5 km of the Mittelland canal (2014-DE-TM-0048-W), the last bottleneck along the Magdeburg-Hannover section, as shown in the map below. The third action will improve the connection between the inland port of Budapest and the rail network (2015-HU-TM-0365-S).

Operational bottlenecks are being addressed through the RIS COMEX project (subject of 2 twinned CEF actions: 2015-EU-TM-0036-W and 2015-EU-TM-0038-W). The project's objectives are the promotion of a more transparent and effective data exchange process and the simplification of complex administrative procedures.

Main Inland Waterway work actions in the Orient East Med Corridor (excluding RIS)



3.6 Rhine Alpine Corridor

In total the inland waterways portfolio in the Rhine-Alpine Corridor is composed of 5 actions, receiving €19.3 million in CEF Transport funding. Actions belonging to this transport mode will address 1 bottleneck at the most Northern point of the Corridor in Amsterdam.

The CEF funded actions in this IWW portfolio contribute to the following issues and objectives mentioned in the Work Plan:

- increase of lock capacity and improvement of maritime access to the Corridor via the port area of Amsterdam;
- a more efficient use of the available capacity of the Rhine River;
- improvement of reliability of navigation along the Rhine River.

The action in this portfolio receiving the largest amount of CEF funding with €11.1 million concerns the Amsterdam Sea Lock's preparatory works and project management overseeing the actual construction works. The action shows good progress as the preparatory works (including the permitting, necessary demolition works and relocations of civil engineering structures) are already completed and the subsequent construction works (not part of the action) are ongoing as planned. This new large and tide-independent maritime lock will solve the current bottleneck of the lock complex in Amsterdam and accommodate throughput growth from the current limit of 95 million tons to 125 million tons per year.

Belgium, the Netherlands, Luxemburg, France and Germany are participating in a twinned works action concerning the River Information System Corridor Management Execution project (RIS COMEX). The multinational initiative aims to improve cross-border cooperation with a view to achieving more harmonised river information services for several inland waterway corridors. These actions will significantly contribute to increasing the efficiency of inland water transport, including transport on the Rhine River. This twinned action under the General Call is receiving in total €9.9 million CEF funding.

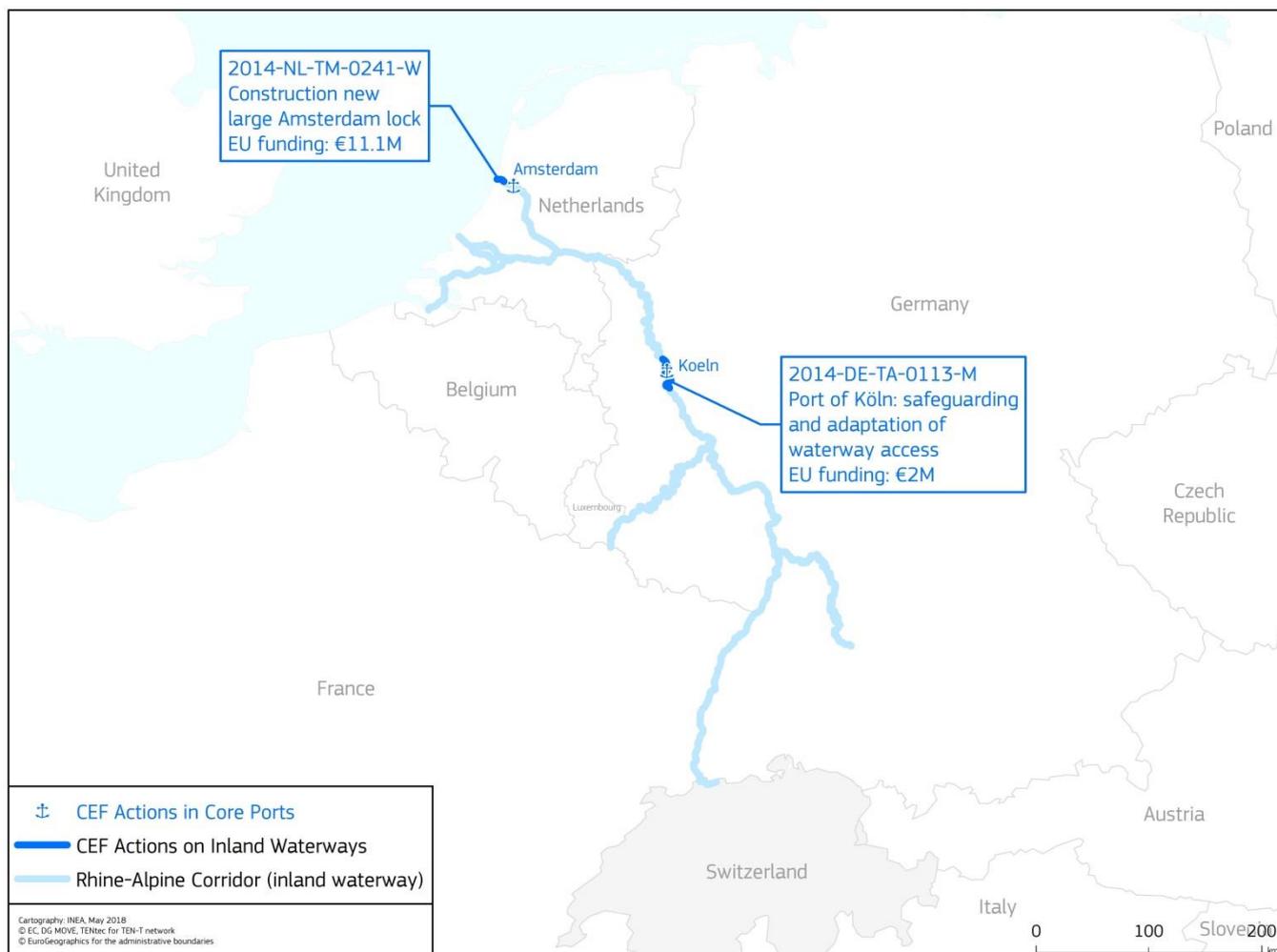
Another study action aimed at increasing the efficiency of navigation on the Upper Rhine (i.e. the section Ludwigshafen/Mannheim-Strasbourg-Basel) will develop an ICT traffic management platform which will integrate various stakeholders that are involved in the logistic processes, like terminal operators, barge operators, port authorities, customs, freight forwarders, trucking companies, marine ports, etc. After implementing the platform at 3 inland ports operating 7 terminals, the platform will be rolled-out to 6 other inland ports along the Upper Rhine (€1 million CEF funding).

The only action in the portfolio that has been finalised carried out restoration and reinforcement works of the waterfront walls in the inland port of Köln in order to cope with today's larger and more powerful ships (€2 million CEF funding).

One innovative study action is contributing to the (future) implementation of sustainability measures, as they are carrying out a study with the objective of standardising the most common components and configurations (tank, tank connection space, engines/engine rooms) resulting in an absolute reduction of the investment costs for the deployment and use of LNG for inland water transport (€3.6 million CEF funding). Pilots including 6 vessels and 4 bunkering stations are carried out to fine-tune an innovative business case which should unlock the roll-out to the potential market of 300 vessels.

The map below indicates the location of the Works actions under the Inland Waterways portfolio (excluding RIS actions).

Main Inland Waterway work actions in the Rhine Alpine Corridor (excluding RIS)



3.7 Mediterranean Corridor

As indicated in the Coordinator Work Plan, about 80% of the IWW network of the Mediterranean Corridor meets basic requirements of TEN-T Regulation.

In total, the inland waterway portfolio in the Mediterranean Corridor is composed of 3 actions, receiving €11.9 million in CEF Transport funding. 78% of such support (2014-IT-TM-0543-W) is invested into addressing 3 bottlenecks along the Northern Italy waterway system. This is where the 20% non-complying IWW network of the Corridor is mainly located. It also presents problems of accessibility and navigability reliability, which the Coordinator identified as the most critical inland waterways issues.

Built on previous TEN-T support, CEF contributes to the Corridor implementation by supporting the Northern Italy Waterway System to reach the standards of the inland waterways class V. Ongoing works to construct the Isola Serafini new navigation lock, Porto Levante new embankment and to upgrade the Boicelli Canal are expected to allow the regulation of the Po river and waterway connecting the Adriatic Sea to the upper basin of the river and improve the link with the rest of the Northern Italy Waterway System.

3.8 Other Sections of the Core Network

Out of the 52 actions belonging to the Inland Waterway portfolio, 4 are on the core network but not on Core Network Corridors. These are:

- 2016-RS-TA-0073-W, Upgrade of the Iron Gate I navigational lock, which is on the Core Network extended to Serbia (Neighbouring country). Although not located on the Rhine Danube Core Network Corridor, this project is important for the continuity of inland waterway transport on the Danube.

Additionally, CEF contributes through studies and RIS deployment (2015-PT-TM-0319-S, 2014-PT-TA-0439-S, 2015-PT-TM-0205-W) also to the development of Douro River, one of the Branches connected to the Atlantic Corridor as indicated by in the Work Plans of the coordinator, but not included into the quantitative analysis of the Atlantic Corridor above as the actions are not on the alignment of the corridor established in Annex I.1 of CEF regulation 1315/2013. These studies form part of the Global Project “Douro’s Inland Waterway (DIW) 2020” which aims to providing a safe and sustainable level of navigability to the Portuguese section of the river Douro with the final objective of improving the IWW traffic thorough the port of Leixões.

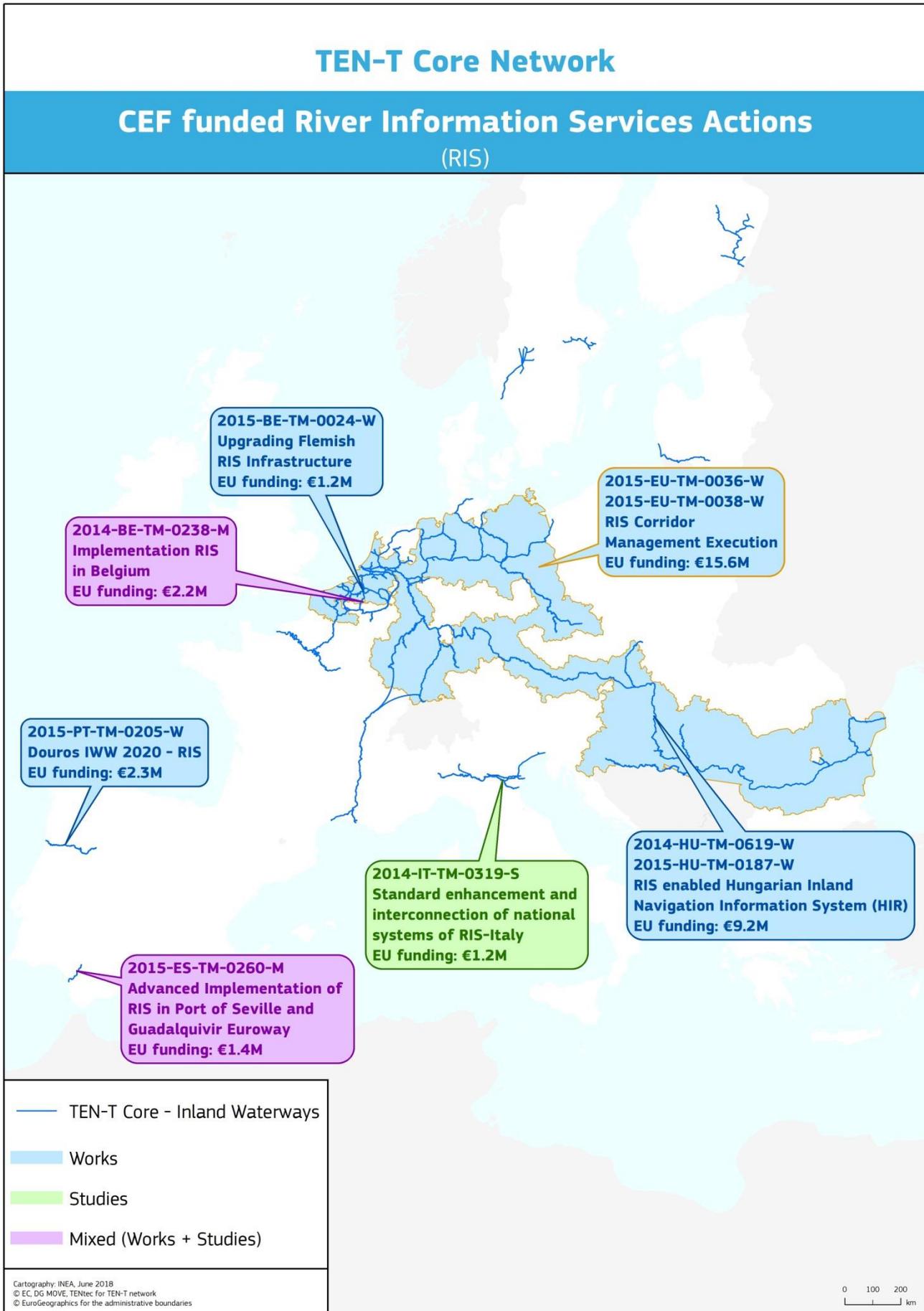
The full list of Inland Waterway actions, including information about CEF Transport funding, is presented in the Annex.

4. Outlook

At the second cut-off date for the Blending call, 7 inland waterway proposals were submitted requesting almost €127 million in CEF Transport funding and with total costs of almost €483 million.

New calls for proposals will allow the submission of more proposals contributing to the development of the inland waterway network. It is expected that studies and pilots co-funded by CEF will also lead to the deployment of infrastructure. Halfway through the CEF Programme, a number of major interventions are ongoing and will continue to be supported to make an effective contribution to the implementation of the TEN-T inland waterway network and corridors.

Annex 1: Map of RIS actions



Annex 2: List of Inland Waterway actions

Project Code	Priority	Title	Beneficiary Country list	Type	Envelope	Network	Corridor	Start Date	End Date	Actual Funding (€)	Actual Costs (€)
2014-BE-TM-0054-M	Core Network Corridors	The Albert Canal: lifting of bridges and upgrading to class V/b (part 4)	BE	Mixed	General	Core	North Sea - Mediterranean	01/08/2014	31/12/2019	74,221,600	185,554,000
2014-BE-TM-0238-M	RIS	Implementation of RIS in Belgium	BE	Mixed	General	Core	North Sea - Mediterranean	01/06/2014	20/12/2017	2,165,800	4,331,600
2014-BE-TM-0578-S	Innovation	Watertruck+	BE	Studies	General	Core	North Sea - Mediterranean	01/01/2014	30/06/2020	11,507,400	23,014,800
2014-DE-TA-0113-M	Projects on Core and Comprehensive	Safeguarding and adaptation of waterway access to the Rhine-Alpine and North Sea-Baltic corridors from the port of Cologne	DE	Mixed	General	Core	North Sea - Baltic , Rhine - Alpine	01/01/2014	31/12/2017	1,976,200	9,476,000
2014-DE-TM-0048-W	Core Network Corridors	Extension of the Mittelland canal from km 302.377 to 303.800 - Removal of the last bottleneck	DE	Works	General	Core	North Sea - Baltic , Orient/East-Med	01/07/2015	31/05/2018	6,780,000	33,900,000
2014-DE-TM-0076-W	Core Network Corridors	Bridges and culverts in the city section of Münster, Dortmund-Ems Canal	DE	Works	General	Core	North Sea - Baltic	01/03/2014	31/12/2019	4,304,420	21,522,100
2014-DE-TM-0077-W	Core Network Corridors	Removal of bottlenecks at bridges in the Western German canal system, Gartroper-Straßen-Brücke and Hervester Brücke	DE	Works	General	Core	North Sea - Baltic	01/05/2014	31/10/2017	1,643,146	8,215,730
2014-DE-TM-0278-W	Core Network Corridors	Construction of the second lock Zerben, Part 2	DE	Works	General	Core	North Sea - Baltic	01/04/2014	31/03/2018	5,132,000	25,660,000

Project Code	Priority	Title	Beneficiary Country list	Type	Envelope	Network	Corridor	Start Date	End Date	Actual Funding (€)	Actual Costs (€)
2014-DE-TM-0374-W	Core Network Corridors	Upgrade of the Sacrow-Paretzer Canal in the km 21.00 - km 32.61 section emptying into the Havel Canal at km 33.80 - km 34.90	DE	Works	General	Core	North Sea - Baltic	15/05/2014	30/06/2018	8,800,000	44,000,000
2014-EU-TM-0129-W	Core Network Corridors	New Lock Terneuzen (preparatory and ancillary works)	BE , NL	Works	General	Core	North Sea - Mediterranean	01/01/2015	31/12/2019	48,094,800	120,237,000
2014-EU-TM-0210-S	Innovation	Pilot implementation of an Upper Rhine traffic management platform	DE , FR	Studies	General	Core	Rhine - Alpine	01/07/2014	30/06/2018	992,500	1,985,000
2014-EU-TM-0219-S	Core Network Corridors	FAIRway Danube	AT , BG , HR , HU , RO , SK	Studies	General	Core	Rhine - Danube	01/07/2015	30/06/2020	323,161	646,322
2014-EU-TM-0373-M	Core Network Corridors	Seine-Escaut 2020	BE , FR	Mixed	General	Core	Atlantic , North Sea - Mediterranean	01/01/2014	31/12/2020	979,686,500	2,323,446,916
2014-EU-TMC-0231-S	Core Network Corridors	FAIRway Danube	AT , BG , HR , HU , RO , SK	Studies	Cohesion	Core	Rhine - Danube	01/07/2015	30/06/2020	19,304,293	22,710,933
2014-EU-TMC-0297-S	Core Network Corridors	Technical Assistance for Revising and Complementing the Feasibility Study Regarding the Improvement of Navigation Conditions on the Romanian-Bulgarian Common Sector of the Danube and Complementary Studies - FAST DANUBE	BG , RO	Studies	Cohesion	Core	Rhine - Danube	01/11/2014	31/12/2018	4,464,200	5,252,000

Project Code	Priority	Title	Beneficiary Country list	Type	Envelope	Network	Corridor	Start Date	End Date	Actual Funding (€)	Actual Costs (€)
2014-EU-TMC-0485-W	Core Network Corridors	Connecting Core Network elements in the transport sector: Corridor Rhine-Danube Komárom - Border Bridge	HU , SK	Works	Cohesion	Core	Rhine - Danube	01/06/2014	30/09/2019	100,067,341	117,726,283
2014-HU-TM-0619-W	RIS	Enhance the Efficiency of Hungarian RIS Operation	HU	Works	General	Core	Rhine - Danube	01/03/2015	31/12/2017	8,148,742	16,297,484
2014-HU-TMC-0605-W	Core Network Corridors	Improving fairway marking system on the Hungarian Danube section of the Rhine - Danube corridor	HU	Works	Cohesion	Core	Rhine - Danube	01/09/2015	31/05/2020	7,581,891	8,919,872
2014-HU-TMC-0606-S	Core Network Corridors	Improving navigability on the Hungarian section of the Danube in the Rhine-Danube corridor: Extended study to prepare implementation	HU	Studies	Cohesion	Core	Rhine - Danube	01/09/2015	30/09/2018	5,362,901	6,309,295
2014-IT-TM-0319-S	RIS	Study for standard enhancement and interconnection of national systems of RIS-Italy	IT	Studies	General	Core	Mediterranean	01/01/2014	30/06/2018	1,195,000	2,390,000
2014-IT-TM-0543-W	Core Network Corridors	Improvement of the Northern Italy Waterway System: Removal of physical bottlenecks on the Northern Italy Waterway System to reach the standards of the inland waterways class V	IT	Works	General	Core	Mediterranean	01/01/2014	31/12/2019	9,282,800	46,414,000
2014-NL-TM-0069-W	Core Network Corridors	Maasroute upgrading phase 2b 2015-2018	NL	Works	General	Core	North Sea - Mediterranean	01/01/2015	31/12/2018	13,960,000	34,900,000

Project Code	Priority	Title	Beneficiary Country list	Type	Envelope	Network	Corridor	Start Date	End Date	Actual Funding (€)	Actual Costs (€)
2014-NL-TM-0241-W	Core Network Corridors	Preparatory activities and project management for the new large Amsterdam lock	NL	Works	General	Core	North Sea - Baltic North Sea - Mediterranean Rhine - Alpine	01/01/2014	31/12/2019	11,095,628	27,739,070
2014-NL-TM-0394-S	Innovation	Breakthrough LNG deployment in Inland Waterway Transport	NL	Studies	General	Core	North Sea - Baltic North Sea - Mediterranean Rhine - Alpine	01/01/2016	31/12/2018	10,935,115	21,870,230
2014-PT-TA-0439-S	Projects on Core and Comprehensive	Douro's Inland Waterway 2020 – Phase I	PT	Studies	General	Core	Other sections of the core network	01/03/2015	31/01/2017	2,353,880	4,707,760
2014-RO-TMC-0313-W	Core Network Corridors	High Performance Green Port Giurgiu-Stage II Construction	RO	Works	Cohesion	Core	Rhine - Danube	01/09/2015	31/03/2020	13,254,954	15,594,063
2014-SE-TA-0081-S	Projects on Core and Comprehensive	Development of the Inland Ports of Mälaren	SE	Studies	General	Comprehensive		01/01/2015	30/06/2018	2,632,000	5,264,000
2015-BE-TM-0024-W	RIS	Upgrading Flemish RIS Infrastructure	BE	Works	General	Core	North Sea - Baltic, North Sea - Mediterranean	16/02/2016	31/12/2019	1,175,000	2,350,000
2015-ES-TM-0260-M	RIS	AIRIS-PS. Advanced Implementation of RIS in Port of Seville and Guadalquivir Euroway: the only in-land waterway of Spain in TENT Core Network	ES	Mixed	General	Core	Mediterranean	01/01/2017	30/04/2019	1,425,000	2,850,000

Project Code	Priority	Title	Beneficiary Country list	Type	Envelope	Network	Corridor	Start Date	End Date	Actual Funding (€)	Actual Costs (€)
2015-EU-TM-0036-W	RIS	River Information Services Corridor Management Execution (Cohesion Call)	AT, BE, BG, CZ, DE, FR, HR, HU, LU, NL, RO, RS, SK	Works	Cohesion	Core	Orient/East-Med, Rhine - Danube	15/02/2016	31/12/2020	5,718,661	6,727,837
2015-EU-TM-0038-W	RIS	River Information Services Corridor Management Execution (General Call)	AT, BE, BG, CZ, DE, FR, HR, HU, LU, NL, RO, RS, SK	Works	General	Core	North Sea - Baltic North Sea - Mediterranean Orient/East-Med Rhine - Alpine Rhine - Danube	15/02/2016	31/12/2020	9,886,679	19,773,358
2015-FR-TM-0129-S	Nodes of the Core Network	Studies to establish two ports on the Seine downstream from Paris-Port Seine Métropole Ouest and l'Eco-port des 2 Rives de Seine	FR	Studies	General	Core	Atlantic, North Sea - Mediterranean	16/02/2016	31/12/2020	1,704,500	3,409,000
2015-HU-TM-0152-S	Core Network Corridors	Master Plan and feasibility study for the development of the TEN-T ports, including Komárom Port	HU	Studies	Cohesion	Core	Rhine - Danube	01/08/2016	31/12/2018	889,683	1,046,686
2015-HU-TM-0187-W	RIS	RIS enabled Hungarian Inland Navigation Information System (HIR)	HU	Works	Cohesion	Core	Rhine - Danube	16/02/2016	31/12/2018	1,101,090	1,295,400
2015-HU-TM-0349-M	Innovation	PAN-LNG-4-DANUBE	HU	Mixed	Cohesion	Core	Rhine - Danube	01/06/2016	31/12/2019	6,032,578	7,097,150

Project Code	Priority	Title	Beneficiary Country list	Type	Envelope	Network	Corridor	Start Date	End Date	Actual Funding (€)	Actual Costs (€)
2015-HU-TM-0365-S	Core Network Corridors	Preparatory activities to upgrade the railway link between the inland Freeport of Budapest and the core network corridors	HU	Studies	Cohesion	Core	Orient/East-Med, Rhine - Danube	16/02/2016	31/12/2018	840,858	989,245
2015-PT-TM-0205-W	RIS	Douro's Inland Waterway 2020 – River Information Services	PT	Works	Cohesion	Core	Other sections of the core network	01/03/2016	30/09/2018	2,322,672	2,732,555
2015-PT-TM-0319-S	Other sections of the Core Network	Douro's Inland Waterway 2020 – Safer and Sustainable Accessibility	PT	Studies	Cohesion	Core	Other sections of the core network	01/03/2016	30/04/2018	8,575,225	10,088,500
2015-RO-TM-0275-W	Core Network Corridors	Galati multimodal platform - Stage I - Upgrade of the waterside infrastructure	RO	Works	Cohesion	Core	Rhine - Danube	01/08/2016	31/03/2020	21,776,814	25,619,781
2015-RO-TM-0366-S	Core Network Corridors	SWIM - SMART Waterway Integrated Management	RO	Studies	Cohesion	Core	Rhine - Danube	01/07/2016	31/12/2020	10,388,870	12,222,200
2015-SK-TM-0116-S	Core Network Corridors	Master plan and feasibility study for the public port of Komárno	SK	Studies	Cohesion	Core	Rhine - Danube	01/09/2016	31/10/2019	572,135	673,100
2015-SK-TM-0151-W	Core Network Corridors	Upgrade of Gabčíkovo locks	SK	Works	Cohesion	Core	Rhine - Danube	17/02/2016	31/12/2020	122,965,250	144,665,000
2016-CZ-TMC-0110-W	Core Network Corridors	Improvement of the navigation status on Vltava waterway	CZ	Works	Cohesion	Core	Orient/East-Med	15/03/2017	30/06/2020	10,686,547	12,572,408
2016-HR-TMC-0017-W	Core Network Corridors	Slavonski Brod Port infrastructure construction and upgrade	HR	Works	Cohesion	Core	Rhine - Danube	01/03/2017	31/03/2020	6,625,741	11,677,373

Project Code	Priority	Title	Beneficiary Country list	Type	Envelope	Network	Corridor	Start Date	End Date	Actual Funding (€)	Actual Costs (€)
2016-HR-TMC-0122-S	Core Network Corridors	Preparation of EIA Study and Design Documentation for the river Sava IW section between rkm 329 to 315 and 312+200 to 300	HR	Studies	Cohesion	Core	Rhine - Danube	01/01/2018	31/12/2020	551,541	648,872
2016-HU-TMC-0164-S	Core Network Corridors	Integrated Port Information System in Hungary	HU	Studies	Cohesion	Core	Rhine - Danube	01/09/2017	31/12/2020	847,875	997,500
2016-RS-TA-0073-W	Neighbouring countries	Upgrade of the Iron Gate I navigational lock	RS	Works	General	Core	Other sections of the core network	01/07/2017	31/12/2020	11,404,000	28,510,000
2016-SK-TMC-0263-S	Core Network Corridors	DaReM project - Danube Rehabilitation Measures	SK	Studies	Cohesion	Core	Rhine - Danube	07/02/2017	31/12/2020	8,287,500	9,750,000
2017-AT-TM-0045-W	Core Network Corridors	Trimodal Port of Linz - Rail connection and port enhancement	AT	Works	General	Core	Rhine - Danube	17/07/2017	31/12/2023	24,580,269	122,901,347
2017-BE-TM-0015-W	Core Network Corridors	The Albert Canal: lifting of bridges through a PPP	BE	Works	General	Core	North Sea - Mediterranean	16/04/2019	01/07/2022	27,000,000	90,000,000
2017-EU-TM-0024-W	Core Network Corridors	Optimizing Inland Waterway- and Multimodal Transport in the Euregio, along the North Sea Baltic Corridor.	DE , NL	Works	General	Core	North Sea - Baltic	14/07/2017	31/05/2022	10,873,127	56,422,015
2017-NL-TM-0056-W	Innovation	Port-Liner, "zero emission" ships for inland waterways	NL	Works	General	Core	North Sea - Baltic , North Sea - Mediterranean , Rhine - Danube	15/07/2017	31/12/2019	6,873,922	34,893,003
Grand Total										1,658,371,808	3,747,996,788

