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Commission



CEF support to

Orient - East-Med Corridor

*Innovation
and Networks
Executive Agency*

Orient East Med

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Table of Contents

1. Introduction	3
2. Action portfolio: State of play	4
2.1. Operational Implementation	4
2.1.1. Rail	5
2.1.2. Inland Waterways	9
2.1.3. Maritime	9
2.1.4. Multimodal	10
2.1.5. Road	10
2.2. Financial implementation	14
3. Evolution of the Action portfolio	15
3.1. Funding variations after the Grant Agreement signature	15
3.2. Challenges affecting the implementation of Actions	15
4. Conclusion and Outlook	17
5. Statistical Annex	19
6. List of Actions on the Orient East Med Corridor	20

1. Introduction

This is the first report produced by INEA describing the contribution of the CEF Transport programme to the development of the **Orient/East-Med Core Network Corridor** (OEM) taking also into account the implementation of the 3rd OEM Work Plan (every reference to the Work Plan in this report concerns the 3rd Work Plan) prepared by Mr Mathieu Grosch, the European Coordinator. It presents what has already been achieved thanks to CEF funding and what is still expected under the current programme.

The OEM Corridor **connects central Europe to the North, Baltic, Black and Mediterranean Seas**, allowing the optimisation of the use of the ports concerned including Motorways of the Sea. It will foster the development of key ports as major multimodal logistic platforms and will improve the multimodal connections of major economic centres in Central Europe to the coastlines, using rivers such as the Elbe. Its southern part extends, across the Mediterranean Sea, from Greece to Cyprus while its northern part ends in Germany, in the North and Baltic seas.

The OEM Corridor is connecting **9 Member States** (from north to south): Germany, Czech Republic, Slovakia, Austria, Hungary, Romania, Bulgaria, Greece and Cyprus, all benefiting from the Cohesion funds support except Germany and Austria.

Several segments of the OEM Corridor coincide with other Core Network Corridors, especially with the Rhine-Danube Corridor (approximately 1000 km) and on shorter sections, the North Sea - Baltic Corridor, the Scandinavian-Mediterranean Corridor and the Baltic - Adriatic Corridor.

Since the adoption of the first OEM Work Plan in 2014, in line with the TEN-T and CEF Regulations, the European Coordinator has taken concrete steps to define the main work priority areas and facilitate the establishment of a truly multi-modal and seamless transport Corridor by 2030. In the Work Plan, a total number of 415 projects representing € 68 billion of investment costs have been identified to **reach a fully compliant Corridor**. Out of these 415 projects 92 have already been completed.

The Connecting Europe Facility is an important contributor to this objective, since under the 4 calls (2014-2015-2016-2017): **86 Actions have been selected** representing an investment of € 2.9 billion or 4.3 % of the total identified needs.

Existing infrastructure of the OEM **railway network**, around 5,800 km long, is not yet fully compliant with some of the key TEN-T requirements, namely, operational speed, axle load, electrification, train length and ERTMS. The CEF program adequately addresses this priority identified in the Work Plan since most of the funding (**86 % of the total portfolio**) is allocated to railway Actions.

The **road infrastructure network** in all nine OEM countries has a total length of approximately 5,400 km. The biggest part of it consists of either motorways or express roads (87%). Nevertheless, the **main non-compliant issues** along the OEM Road network are still related to the required high quality of the roads, which shall not cross rail or tram lines at level and be accessible primarily from interchanges or controlled junctions. The CEF portfolio in this mode addresses these issues, but is also significantly focused on the deployment of **alternative fuels**.

The OEM **inland waterway network** (IWW), approximately 1,700 km long is located in the northern part of the Corridor, in Germany and the Czech Republic. It concerns exclusively the rivers

Elbe (Labe), Weser and Vltava as well as the canals Elbe-Seitenkanal, Elbe-Lübeck-Kanal and Mittellandkanal. River Danube belongs exclusively to the Rhine-Danube Corridor. The IWW CEF portfolio comprises the upgrade of the IWW network and the deployment of River Information System (RIS).

The **OEM sea ports** include 12 core ports: Hamburg, Bremerhaven, Bremen, Wilhelmshaven and Rostock in Germany; Burgas in Bulgaria; Lemesos in Cyprus; and Pireas, Heraklion, Thessaloniki, Igoumenitsa and Patra in Greece.

2. Action portfolio: State of play¹

CEF Transport has so far funded grants worth €22.3 billion across all the Core Network Corridors, with a total investment in the European economy of €46 billion. The current CEF OEM portfolio comprises **86 Actions² allocating €2 billion of actual CEF Transport funding** (corresponding to 13% of total number of CEF Transport Actions and 9% of total actual CEF Transport funding). There have been no terminations or closures of these grant agreements so far.

2.1. Operational Implementation

For the OEM Corridor, the Core Network Corridor priority (under Funding Objective 1)³ represents 91% of actual CEF Transport funding. Other priorities, such as Innovation (under Funding Objective 2)⁴ and Motorways of the Seas (under Funding Objective 3)⁵ also contribute to the development of the Corridor.

Due to its location, **most of the funding of the OEM portfolio is coming from the Cohesion envelope**. The portfolio is dominated by national Actions, which absorb around 97% of the grants allocated to this Corridor. 65% of the actual CEF Transport funding is allocated to Actions concerning works. The highest number of Actions (38, representing 44 % of the total number) is under the road transport mode (which also includes alternative fuel infrastructure and ITS), **while rail Actions receive most of the actual funding (86%)**, there are no Actions in the air transport mode (there are some ATM/SESAR Actions in countries of the OEM but in general these Actions are not attributed to any specific corridor). 30 bottlenecks will be addressed by CEF Actions in this Corridor.

¹ As of February 2018.

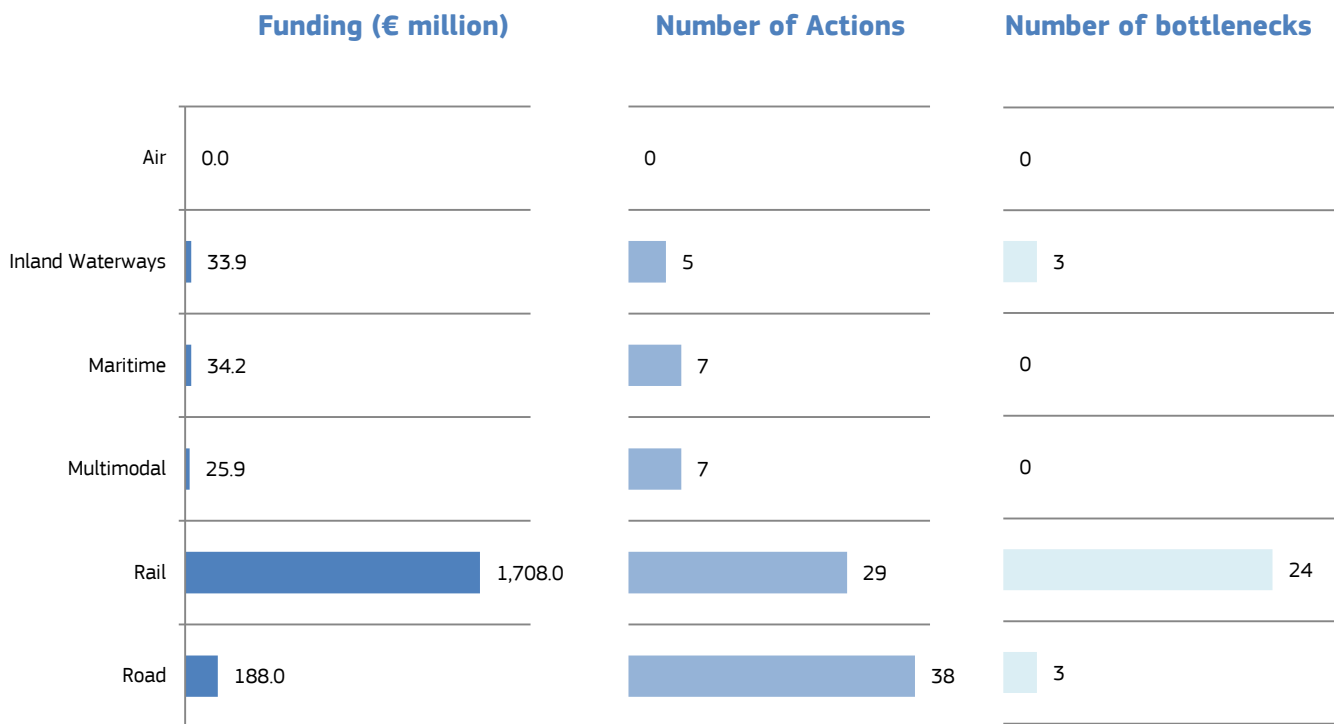
² Of which 79 have been signed following the 2014-2016 Calls, and 7 are under preparation following the 2017 Blending-1 Call.

³ Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections

⁴ Ensuring sustainable and efficient transport in the long run

⁵ Optimising the integration and interconnection of transport modes and enhancing interoperability, safety and security of transport

Figure 1: Statistics by transport mode



2.1.1. Rail

The railway network along the OEM Corridor has an approximate length of 5,800 km. Significant sections are currently not compliant with the TEN-T requirements⁶, **especially in the southern part of the corridor**. Train length (50 % compliant), line speed > 100 km/h (78 %) and axle load (82 %) are the main issues, while the network is electrified at 89%. Only 12 % of the network is ERTMS-compliant.

On the other hand, the gauge is not a critical issue and has not been identified as such in the Work Plan: all OEM Corridor railway sections have a standard gauge of 1435 mm, except Kiato-Patras section in Greece addressed by the Structural Funds.

In order to comply entirely with all requirements by 2030, the Work Plan has identified a list of 127 rail project representing €38.1 billion of investment cost. **The current CEF rail portfolio on the OEM is composed of 29 Actions, receiving €1.7 billion of CEF funds** for total investment costs of €2.3 billion. Therefore the allocated CEF funds will mobilise about **6% of the needs in this transport mode** on the OEM.

Out of these 29 Actions, 21 concern works or works mixed with studies which are contributing to the following results:

- 315 km of railway line will be upgraded to meet at least one of the minimum technical requirements in terms of electrification, axle load, line speed and 740 m train length. This would represent an improvement of **+5.37%** of the length of the OEM rail network in

⁶ Article 39 of TEN-T guidelines n°: 1315/2013

terms of **compliance with the main requirements** which are electrification, axle load, line speed and adaptation to 740 m long trains. Since the compliance rate is around 80 %, this represents approximately 25 % of the gap for a fully compliant corridor.

- 257 km will be fitted with ERTMS which would represent an improvement of **+4.31 % of the corridor ERTMS compliance**
- Address 24 bottlenecks out of which 2 are cross-border.

From north to south, the following specific **works** projects are of particular importance:

- Upgrade of cross-border **Czech Republic – Slovak rail link between Lanžhot (CZ) and Kúty (SK)**: this project will upgrade 2 km on the CZ side (through CEF Action 2016-CZ-TMC-0038-M) and 7 km on the SK side (through CEF Action 2015-SK-TM-0027-M) to the standard requirements. It includes also the reconstruction of a bridge over the Morava River (which is within the scope of the SK Action). Both Actions cover design studies and works. Some issues are affecting the implementation of these Actions as reported in the relevant section of the report (3.3).
- Upgrade of the **Budapest South Railway Bridge** (CEF Action 2015-HU-TM-0134-W, CEF grant of €97 million). Due to its inadequate technical parameters and deteriorated conditions this bridge is a major bottleneck for the 3 corridors overlapping in that section (OEM, Rhine-Danube and Mediterranean).
- Upgrade of **116 km of railway stretches on the section Sofia – Burgas** in Bulgaria: 4 CEF Actions (2014-BG-TMC-0133/0239-W, 2015-BG-TM-0045-W, 2016-BG-TMC-0047-W) will contribute to the Corridor compliance on this part of the network for a total CEF grant of €373 million. More specifically, these 4 Actions will contribute to the improvement of the operating speed which has been identified as an issue in the Work Plan (75% of the Bulgarian rail network has currently an operating speed below 100 km/h).
- Completion of the new, double-track, high speed, and electrified railway line **Tithorea-Lianonkladi-Domokos in Greece**. This Action (2014-EL-TMC-0651-W with a CEF grant of €260 million, the largest of the OEM Corridor so far) is addressing the last remaining missing link (106 km) to have a fully compliant railway line on this part of the Corridor.

This category of Actions is represented in the below Rail map.

Some **studies** are also important because their completion will enable the works for the compliance of significant/important sections of the OEM rail network and/or unlock cross-border connections:

- Feasibility studies of the upgrade of the railway line Drobeta Turnu Severin - Craiova – Calafat (Actions 2014-RO-TMC-0140-S and 2014-RO-TMC-0202-S). The length of this non-compliant section is 332 km, which represents 5.7% of the total corridor length. Therefore the completion of the studies will represent a major step towards the compliance of a significant part of the Corridor.
- Upgrade of the railway line Devínska Nová Ves - SK/CZ state border, Malacky-Kúty section (CEF Action 2016-SK-TMC-0220-S). This is the continuation of the aforementioned Actions

addressing the cross-border connection between SK and CZ. The study will elaborate the design of the upgrade of 26 km of line. The completion of the global project supported through successive CEF Actions will ultimately ensure the compliance of a stretch of 66 km of the OEM from Lanžhot (CZ) to Devínska Nová Ves (SK).

- Design and Study for the Modernisation of the Békéscsaba (excl.) – Lőkösháza (CEF Action 2014-HU-TMC-0309-S). This 30 km-long HU/RO cross-border section is currently single track and non-compliant as regards operating speed and axle load.
- Studies for infrastructure upgrading on sections of Thessaloniki - Promachonas railway line (Action 2014-EL-TM-0311-S). This 142 km-long HU/RO cross-border section is currently only single track and not electrified. Both aspects will be addressed by the study.

Figure 2: Improved railway lines (number of km)

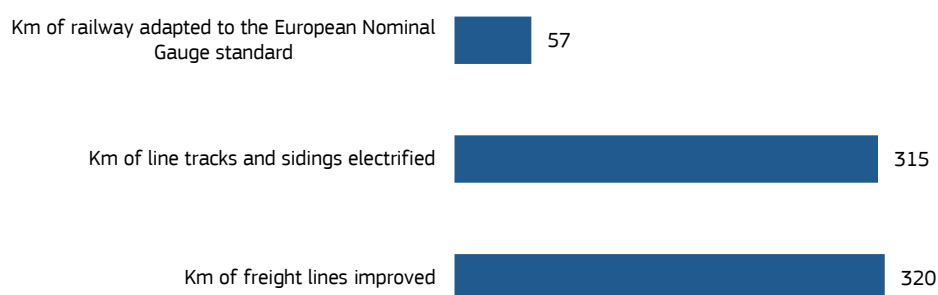
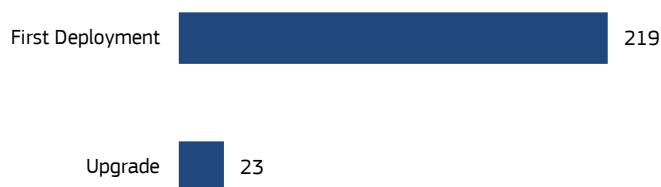


Figure 3: Railway lines equipped with ERTMS (number of km)⁷



⁷ ERTMS first deployment means equipping a railway line section which was not equipped with the system before. ERTMS upgrade means equipping, in compliance with the legally binding Baseline of a railway line, a section already equipped with the system, and compliant with an older Baseline version.

ORIENT/EAST-MEDITERRANEAN CORE NETWORK CORRIDOR

CEF funded Rail and Maritime Actions (excluding ERTMS)



2.1.2. Inland Waterways

In total the CEF inland waterway portfolio in the OEM Corridor is composed of 5 Actions, receiving €33.9 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, they 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. The third Action will improve the connection between the inland port of Budapest and the rail network (2015-HU-TM-0365-S). These Actions are shown in the map included in section 2.1.5-combined map Road, IWW, Maritime).

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.

2.1.3. Maritime

In total the CEF maritime portfolio in the OEM Corridor is composed of 7 Actions, receiving €34.2 million in CEF Transport funding and is divided in 2 categories: Motorways of the Sea (MoS : 5 Actions) and ports infrastructure development (2 Actions).

Due to the insularity of Cyprus and the importance of the maritime industry in Greece, the MoS component is particularly relevant for the development of this Corridor and is properly tackled by the CEF programme since it receives 91 % of the maritime portfolio funding.

In MoS, the most prominent Action is Poseidon Med II (2014-EU-TM-0673-S), which addresses the requirement of LNG refuelling facilities availability in all maritime core ports by 2030⁸. Such facilities are currently missing from all OEM ports. Poseidon II Med is the continuation of several TEN-T Actions and will contribute to the use of LNG as marine fuel in the East Mediterranean Sea. It will also promote Greece as an international marine bunkering and distribution hub for this fuel in South Eastern Europe. In particular, the Action will contribute to the design of the extension of Revithoussa LNG terminal.

The rest of the CEF MoS portfolio on the OEM concerns (i) the introduction of onshore power supply and electric propulsion alternative for ships in the ports of Piraeus, Kilini and Lemesos (twinned Actions ELEMED – 2015-EU-TM-0235-S and 2015-EU-TM-0236-S) and (ii) the upgrade of the ports of Igoumenitsa (construction of a freight village and road link, Action Adri-Up -2015-EU-TM-0310-M) and Patras (positioning of piers and mooring buoy, Action MoS Venice-Patras -2016-EU-TM-0342-M).

As regards infrastructure development in ports, CEF Transport is contributing to the design studies of the upgrade of the core ports of Burgas (2016-BG-TMC-0083-S) and Lemesos (2016-CY-TMC-

⁸ Article 12 (d) of TEN-T guidelines n°: 1315/2013

0330-M). Both Actions mainly focus on the improvement of the access to the ports (dredging channel, breakwater) and the increase of their capacity (quays and vessel berth).

2.1.4. Multimodal

In total the multimodal CEF portfolio in the OEM Corridor is composed of 7 Actions, receiving €25.9 million in CEF Transport funding.

In this area, the Work Plan has identified that despite the fact that all the 24 OEM rail-road terminals (RRT) are linked to the national road and rail networks, there is still some room for improvement concerning "last mile" connections and accommodation of 740 m-long trains given that only 25 % of the OEM RRTs comply with this requirement. These issues are adequately addressed by the CEF-funded Actions. Under this mode, they mostly contribute to improving the connection of Bremerhaven (DE) inland/maritime port (2015-DE-TM-0050-W) and Melnik (CZ) rail-road terminal (2015-CZ-TM-0406-W), to the rail network and to developing an air freight cargo village in Larnaca (CY) core airport (2014-CY-0727-W).

2.1.5. Road

In total the CEF road portfolio in the OEM Corridor is composed of 38 Actions, receiving €188 million in CEF Transport funding.

This portfolio can be divided in 4 main categories: "traditional" road infrastructure (5 Actions receiving € 122.1 million of CEF contribution), safe and secure infrastructures (4 Actions, €12.45 million), intelligent transport system (ITS) for roads (7 Actions, €9.5 million) and alternative fuels infrastructure (22 Actions, €43.8 million).

"Traditional" road infrastructure

This category aims at upgrading the OEM road network to the TEN-T requirements⁹ especially with regard to its quality, which has to be **motorway or express road** not crossing rail or tram lines at level and be accessible primarily from interchanges or controlled junctions.

The biggest part of the OEM road network (88% according to the Work Plan) is compliant with this requirement. Nevertheless, several non-compliant road sections remain; they are mostly located in Romania (256 km in total) and Bulgaria (278 km).

Under this category, 3 CEF works or mixed Actions (representing €122.10 million of CEF funding) will directly result in the **upgrade of 48.9 km of road to motorways**, representing 1 % of the total OEM road network, and addressing **3 bottlenecks**, identified in the Work Plan, as follows:

- Cross-border connection AT/CZ on the section Vienna – Brno (2014-AT-TA-0064-M): 25 km extension of the A5 North Motorway between Schrick and Poysbrunn.
- Cross-border connection HU/SK Mosonmagyaróvár – Rajka (2015-HU-TM-0087-M): 14.5 km of upgrade of M15 expressway to a 2-lane double-carriageway motorway.
- Lefkosia South Orbital Bypass (2016-CY-TMC-0258-W): construction of 7.4 km of the future Cypriot capital road bypass.

⁹ Article 17 of TEN-T guidelines n°: 1315/2013

This category of Actions is represented in the combined map Road-IWW-Maritime.

Safe and secure infrastructure

This category of Actions is addressing the specific requirement with regard to the provision of sufficient **parking areas** (at least every 100 km) with an appropriate level of safety. According to the Work Plan, there is an adequate density of parking facilities in Germany, Czech Republic, Slovakia, Austria and Hungary. In Romania, Bulgaria and Greece, there are still long road sections without any such facility. The CEF program is contributing to this requirement through 4 Actions (representing €12.5 million of EU grant).

ITS

On the OEM Corridor, the existing systems do still not provide adequate real-time traffic and weather information (RDS-TMC) that would facilitate seamless corridor road traffic. The major share of the ITS portfolio on the Corridor is contributing to the **CROCODILE** project (5 out of 7 ITS Actions in the Corridor). Within this project, traffic information service providers of seven OEM countries (Austria, Cyprus, Czech Republic, Germany, Greece, Hungary, and Romania plus the associated members Bulgaria and Slovakia) have set up a data exchange infrastructure with the goal to provide harmonized cross-border real-time traffic information services along the whole Corridor. A specific focus within the CROCODILE project lies on safety-related and truck parking information services.

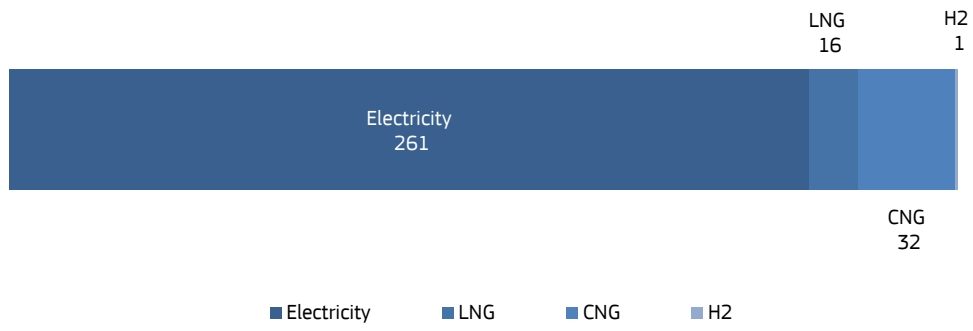
Alternative fuels supply

According to the Work Plan, at least one type of alternative fuel is available along almost 5,000 km of the OEM Corridor or at no more than 10 km distance from its road junctions, which represents 93% of the total OEM road network length.

The CEF programme is substantially contributing to the improvement of this indicator and OEM road transport decarbonisation with 21 Actions that are expected to deploy a total number of approximately **322 alternative fuel stations**, out of which:

- **261 electric** which represent the largest share of this category on the Corridor. 11 Actions cover studies with pilot deployment of multi-standard high power stations (more than 22kW, usually 50kW) and/or high power chargers (150kW-350kW) for electric vehicles. Most countries on the Corridor, particularly the Czech Republic (involved in 5 Actions) and Slovakia (involved in 4 Actions and still identified in the Work Plan as a country with a low number of stations), are taking an active approach in addressing the Alternative Fuels Directive by investing in electric mobility.
- **48 Liquefied and or Compressed Natural Gas** (LCNG : 16 LNG, 32CNG): Compared to electric mobility, the LCNG market is not yet so developed and there are fewer investments on the Corridor focused on this type of fuel. To note the high share of Compressed Natural Gas (CNG) stations in Hungary (20 stations, 2015-HU-0315-M) and Greece (13 stations, 2016-EL-TM-0227-S).
- **1 Hydrogen (H2)**: The market for hydrogen as an alternative fuel for road transport is at an even earlier stage of development and only one hydrogen refuelling stations on the Corridor will be deployed with Action , 2014-EU-TM-0318-S.

Figure 4: Number of supply points for alternative fuel for road transport



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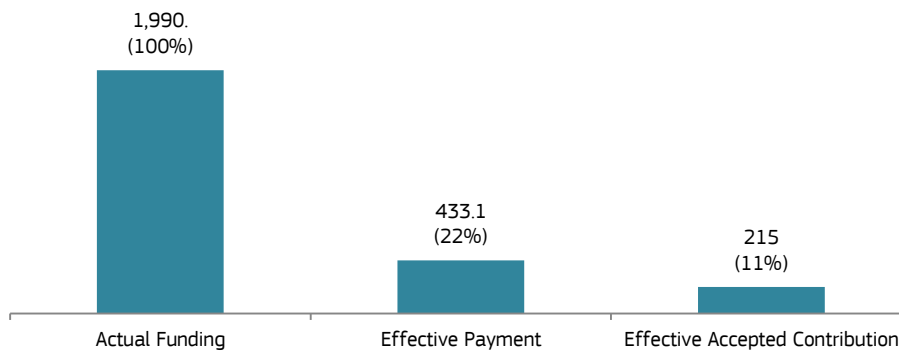
CEF funded Road and Inland Waterway Actions (excluding ITS, RIS and Innovation)



2.2. Financial implementation

The state-of-play of the financial implementation of the portfolio is shown in the figure below. The effective payment¹⁰ (including pre-financing) corresponds to €433.1 million and therefore 22% of the actual CEF Transport funding. As a consequence of the interim cost claims introduced by the beneficiaries, costs corresponding to CEF-T funding of €215 million have been accepted so far (11% of the actual CEF Transport funding).

Figure 5: Financial implementation ratios (€ million)



Effective payments and effective accepted contribution as shown in the figure above may appear as relatively low. This is due to a series of reasons:

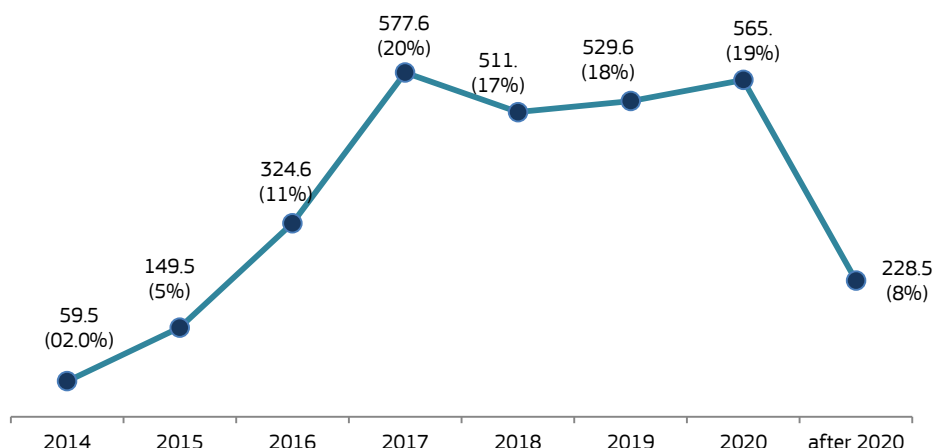
- Actions are due to submit interim payment claims every two years. As a consequence, the "accepted contribution" by the end of 2017 corresponds to cost claims sent in 2017 for some Actions and in 2016 for other Actions. Moreover, the cost claims received in 2017 include costs incurred until 31/12/2016 and those received in 2016 include costs incurred until 31/12/2015.
- The bulk of the funding goes to works (or major studies). These Actions usually start with a study and/or a tendering phase during which the costs incurred are relatively low. For this reason, the bulk of the costs are incurred in the last implementing years of these Actions (see also figure 6 below).

Moreover, it has to be noted that effective payments are higher than effective accepted contribution due to the fact that advance payment (pre-financing) are made.

Figure 6 gives an overview of the estimated financial progress, in terms of total estimated costs, of the overall portfolio.

¹⁰ (closed payments – recoveries)

Figure 6: Estimated budget implementation (€ million)

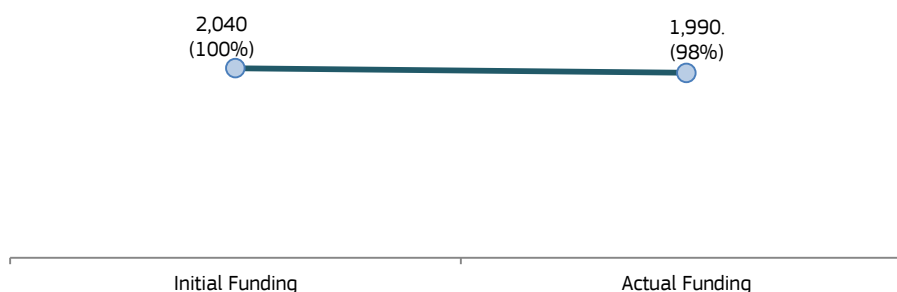


3. Evolution of the Action portfolio

3.1. Funding variations after the Grant Agreement signature

The actual CEF Transport funding allocated to Actions can differ from the initially allocated funding depending on (1) Action closures and terminations and (2) certain types of amendments. Up until now, amendments have triggered a funding reduction for 2 Actions (€50.4 million – 2%), while there have been no Action closures or terminations.

Figure 7 : CEF Transport funding variations (€ million)



3.2. Challenges affecting the implementation of Actions

Almost all CEF Actions on the OEM are ongoing. Only a few Actions have already been technically completed or are close to completion. Overall, the Actions are making good progress (no Action has been pre-terminated so far) but a number of challenges have been encountered. Delays in implementation are the most recurrent of these challenges and are mainly due to:

- Procurement delays

Procurement delays are mainly caused by complex preparation of tender documentation, for example due to changes in the national procurement law. Moreover, lengthy tender procedures, mainly resulting from appeals from bidders are conducive to important delays.

The 2014 EU public procurement Directive transposition in national legislation forced the national administrations to adopt new internal practises and, in some cases, to resort to new additional legal services and expertise.

Besides, in some Member States an additional ex-ante control by national authorities has been introduced at the end of the procurement procedure, prior to contract signature. As a result of all these, the start of the works phase of many projects has been postponed. Small Actions in the fields of innovation and inland waterways suffered from limited delays thanks to the contingency plans that they included. On the contrary, a number of railway Actions bear major delays between 6 months and nearly 2 years. In most of those cases, the successful completion of works will most likely take place only after December 2020.

In some countries (namely Greece), procurement delays were also caused by a substantial level of appeals during tendering processes by unsuccessful bidders, this issue was partly addressed by increasing the required fee to lodge an official complaint (reimbursed in case the appeal is successful).

- Environmental, permitting procedures and land acquisition

Another important issue relates to complex and lengthy environmental and permitting procedures for works Actions. This concerns mainly the issuing of the necessary environmental impact assessment (EIA) decisions and building permits, without which construction works cannot start.

Some Actions have suffered from the divergence between national and European environmental norms which led to the inclusion of a strong environmental conditionality in the grant agreements.

Concerning land acquisition, some resistance from current land owners leading to unavoidable delays have been reported.

- Administrative and project management capacities

The 2 aforementioned challenges concerning procurement and permitting may be adversely impacted in some cases when Member states do not allocate adequate staff during the preparatory phases of the projects.

- Cross-border coordination

In the first three CEF calls only one critical rail cross-border connection has been addressed by CEF Actions (see section 2.1.4). It is the rail link between Lanžhot (CZ) and Kúty (SK), subject of 2 distinct CEF Actions, one on each side of the border.

The Actions are interdependent since the design of one relies on the final alignment of the other. Therefore the delays observed in in one Action cause delays to the other one.

A memorandum of understanding between the CZ and SK Transport Ministries has been signed early 2016. However, the need for an improved coordination at technical level between both sides has been expressed by the beneficiaries.

On the other hand it is worth mentioning that the investment in the infrastructure should be combined with additional measures to facilitate smooth cross-border flows from the operational point of view. The recent analysis of the OEM Rail Freight Corridor has identified a number of operational and administrative bottlenecks, which hamper transport flows along the corridor e.g. long delays at the borders due to different operational rules and procedures. CEF is also addressing this issue with support to Rail freight Corridors initiatives.

- Market development and access to finance for innovation actions

The Actions concerning the deployment of alternative fuel stations are most of the time managed by private promoters. These stakeholders may face constraints to cover their share of cofounding (either by their own resources or by accessing to finance) or in terms of commercial aspects. Some Actions have reported issues in that respect.

- Other issues (technical complexity, budget changes)

Some of the main works interventions face costs overruns, resulting from bids that were higher than the initial tender price estimates. As a result, new financial commitments by the concerned Governments or the revision of existing designs are required. These changes delay further the start of the projects.

Technical complexity of some Actions, for example related to the construction of bridges or tunnels, also cause some delays and require careful planning. Overall, the planning of CEF rail Actions is often too ambitious; project promoters should ensure more realistic timetables combined with comprehensive risk management strategies during project preparation.

4. Conclusion and Outlook

As outlined in this report, CEF-funded Actions have positively impacted the development of the OEM Corridor in line with the objectives and priority areas defined by the European Coordinator, Mr Mathieu Grosch, in the latest Work Plan. These Actions have already contributed to the removal of some of the main bottlenecks along the Corridor.

The largest part of the CEF OEM portfolio concerns **rail** Actions (84 % in terms of EU funding), the so far selected 28 Actions represent 5.8 % of the needs estimated by the Work Plan for a fully compliant Corridor and will contribute to the **compliance of approximately 5.0 % of the corridor length** (which constitutes 25 % of the gap given the fact that the compliance is already around 80 %).

Nevertheless, **some non-compliant sections remain unaddressed so far** and need to be considered, for instance large part of the Southern Part between Greece and Bulgaria are not addressed while it seems that these countries are more concerned by sections not on the OEM alignment (like the corridor Sea-2-Sea between Thessaloniki and Burgas)

As regards, **cross-border** cooperation some bilateral initiatives exist (for instance CZ/SK) but some stakeholders expressed the need for an improved coordination. The European Coordinator supported by DG MOVE and INEA could bring added value in that respect as facilitator of an enhanced coordination.

Concerning **road transport**, the second largest category in the CEF OEM portfolio, CEF funding is focusing on traditional infrastructure. The CEF program will also substantially contribute to the decarbonisation of road transport on the OEM with the deployment of large number (approximately 320) of alternative-fuel stations.

The **IWW** OEM portfolio is rather modest but proportionate to the size of the network. The issue of the River Elbe (widely free flowing river which prevents a permanent good navigation status), identified as critical in the Work Plan, has not yet been addressed in the framework of the CEF programme.

The CEF programme is also properly supporting **intermodality** on the OEM, mostly by the development and connection of rail-road terminals. However, the connection of some maritime ports to the rail and road networks have not yet been addressed (namely for Igoumenitsa and Patras).

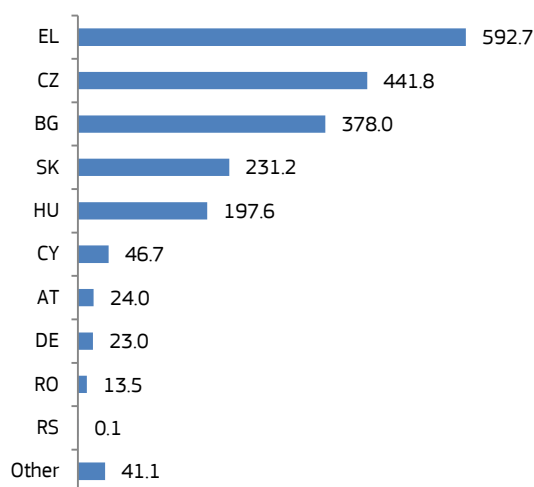
Due to the insularity of Cyprus and the importance of the maritime industry in Greece, the **MoS** dimension is particularly relevant for the development of the Corridor and is properly addressed by the CEF programme since it receives 91 % of the **maritime** portfolio funding.

As demonstrated in the previous section the main two issues affecting the implementation of CEF Actions on the OEM Corridor relate to procurement and permitting procedures. In this context, the recent initiatives of the Commission concerning public procurement i.e. Commission's ex ante assessment mechanisms for large infrastructure projects and the permitting initiative for streamlining measures for swifter implementation of TEN-T projects may facilitate project implementation in the future.

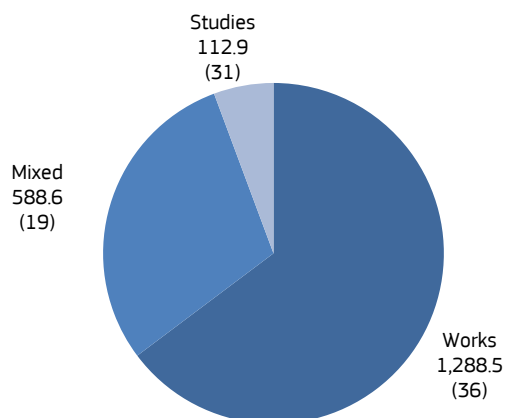
Thus, despite the existing difficulties as described in section 3.3, meaningful progress has been achieved in the past 3 years of CEF implementation and some significant milestones have been reached. Over the years 2018 and 2019, the highest budget implementation so far is planned, and the corresponding leap forward in operational progress is expected. INEA will continue making implementation happen through regular monitoring of the progress of the Actions and close cooperation with the OEM Corridor Coordinator and countries.

5. Statistical Annex

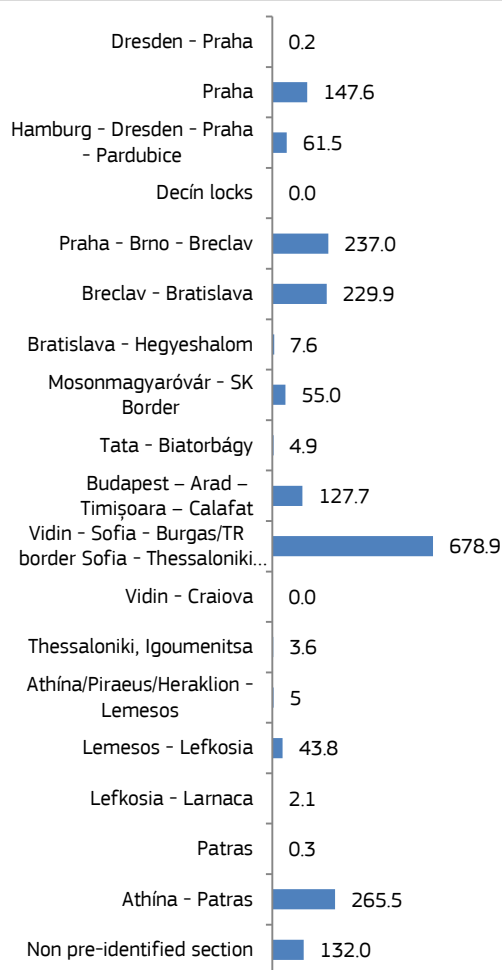
Corridor funding (€ million) per country



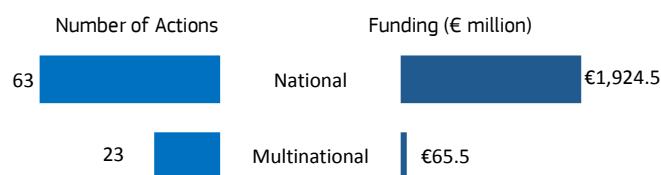
Corridor funding (€ million) per type



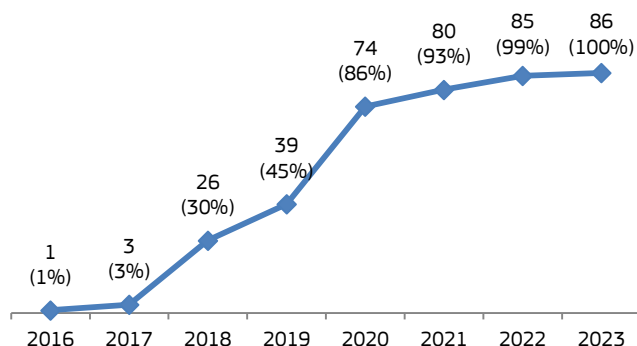
Corridor funding (€ million) per section



Number of Actions and corridor funding (€ million) by national/multinational



Cumulative number of finalised projects



Disclaimer: The allocation of projects and funding to the corridor is based on the assessment done by INEA. In the chart per beneficiary country, the funding of multinational projects which are allocated to more than one corridor is included in the 'Other' category.

6. List of Actions on the Orient East Med Corridor

Transport Mode	Project Code	Title	Funding Objective	Priority	Type	Actual Corridor Share	Actual Start Date	Actual End Date	Actual Funding	Actual Costs
Inland Waterways	2014-DE-TM-0048-W	Extension of the Mittelland canal from km 302.377 to 303.800 - Removal of the last bottleneck	FO 1	Core Network Corridors	Works	100%	01/07/2015	31/05/2018	6,780,000	33,900,000
Inland Waterways	2015-EU-TM-0036-W	River Information Services Corridor Management Execution (Cohesion Call)	FO 3	RIS	Works	100%	15/02/2016	31/12/2020	5,718,661	6,727,837
Inland Waterways	2015-EU-TM-0038-W	River Information Services Corridor Management Execution (General Call)	FO 3	RIS	Works	100%	15/02/2016	31/12/2020	9,886,679	19,773,358
Inland Waterways	2015-HU-TM-0365-S	Preparatory activities to upgrade the railway link between the inland Freeport of Budapest and the core network corridors	FO 1	Core Network Corridors	Studies	100%	16/02/2016	31/12/2018	840,858	989,245
Inland Waterways	2016-CZ-TMC-0110-W	Improvement of the navigation status on Vltava waterway	FO 1	Core Network Corridors	Works	100%	15/03/2017	30/06/2020	10,686,547	12,572,408
Inland Waterways Total									33,912,746	73,962,848
Maritime	2014-EU-TM-0673-S	Poseidon Med II	FO 3	MoS	Studies	100%	01/06/2015	31/12/2020	26,639,703	53,279,405
Maritime	2015-EU-TM-0235-S	ELEMED – Electrification of the Eastern MEDiterranean area (use of Cold Ironing and electricity as a propulsion alternative)	FO 3	MoS	Studies	100%	01/04/2016	31/03/2018	1,013,869	1,475,000
Maritime	2015-EU-TM-0236-S	ELEMED – Electrification of the Eastern MEDiterranean area (use of Cold Ironing and electricity as a propulsion alternative)	FO 3	MoS	Studies	20%	01/04/2016	31/03/2018	15,160	30,320
Maritime	2015-EU-TM-0310-M	Adriatic MoS Upgraded Services - Adri-Up	FO 3	MoS	Mixed	50%	01/03/2016	20/12/2020	3,565,250	11,362,500
Maritime	2016-BG-TMC-0083-S	From East 2 West. Access to the OEM Corridor through the Core port of Burgas	FO 1	Core Network Corridors	Studies	100%	01/07/2017	30/09/2019	2,269,500	2,670,000

Transport Mode	Project Code	Title	Funding Objective	Priority	Type	Actual Corridor Share	Actual Start Date	Actual End Date	Actual Funding	Actual Costs
Maritime	2016-CY-TMC-0330-M	Design study of the improvement of Lemesos Port-Vasiliko Terminal	FO 1	Core Network Corridors	Studies	100%	01/06/2017	29/03/2019	441,920	625,240
Maritime	2016-EU-TM-0342-M	MoS Venice-Patras. Developing and upgrading of the East-Mediterranean Mos link Italy-Greece	FO 3	MoS	Mixed	10%	01/07/2017	31/03/2020	283,130	1,004,667
Maritime Total									34,228,533	70,447,132
Multimodal	2014-CY-TM-0727-W	Larnaka Airport Multimodal Logistic (freight) Platform	FO 3	Multimodal	Works	100%	01/10/2015	31/12/2017	2,056,200	10,281,000
Multimodal	2015-CZ-TM-0406-W	INTERMODAL TERMINAL MELNIK, Phase 2. and 3.	FO 3	Multimodal	Works	100%	01/03/2016	31/12/2020	8,997,188	10,584,927
Multimodal	2015-DE-TM-0050-W	Quality and capacity upgrade of the railway system in the seaport of Bremerhaven (Imsumer Deich Plus)	FO 3	Multimodal	Works	100%	16/02/2016	31/12/2018	3,307,620	16,538,100
Multimodal	2016-SK-TMC-0235-S	fueLCNG	FO 2	Innovation	Studies	33%	03/07/2017	31/12/2020	5,178,785	6,092,688
Multimodal	2017-DE-TM-0040-W	LNG Rollout in Central Europe - for a greener transportation sector	FO 2	Innovation	Works	10%	01/01/2018	30/06/2021	327,294	1,636,470
Multimodal	2017-BG-TM-0029-W	Multimodal Logistics Platform Sofia-West	FO 3	Multimodal	Works	100%	01/09/2017	05/03/2020	2,114,129	10,570,644
Multimodal	2017-EL-TM-0048-W	SuperGreen (SG)	FO 2	Innovation	Works	100%	01/01/2019	30/04/2021	3,938,981	19,694,903
Multimodal Total									25,920,196	75,398,732
Rail	2014-BG-TMC-0133-W	Development of Sofia Railway Junction: Sofia - Voluyak Railway Section	FO 1	Core Network Corridors	Works	100%	01/01/2016	31/12/2020	76,074,064	104,211,047
Rail	2014-BG-TMC-0239-W	Modernization of the railway section Sofia - Elin Pelin	FO 1	Core Network Corridors	Works	100%	01/07/2015	31/12/2020	57,786,910	67,984,600
Rail	2014-CZ-TMC-0321-W	Optimization of the line Praha Hostivar - Praha hl.n., 2nd part - Praha Hostivar - Praha hl.n.	FO 1	Core Network Corridors	Works	100%	01/07/2016	01/04/2020	110,309,931	134,295,022

Transport Mode	Project Code	Title	Funding Objective	Priority	Type	Actual Corridor Share	Actual Start Date	Actual End Date	Actual Funding	Actual Costs
Rail	2014-DE-TA-0243-W	New Kattwyk Railway Bridge – Building of landside Links and Re-construction of the Leading Lights	FO 1	Projects on Core and Comprehensive	Works	100%	27/01/2014	31/12/2016	8,692,050	28,973,500
Rail	2014-EL-TM-0311-S	Studies for the infrastructure upgrading on sections of Thessaloniki - Promachonas Railway Line (Part of OEM Corridor), necessary for the installation of the electrification system	FO 1	Core Network Corridors	Studies	100%	15/12/2015	30/09/2018	500,000	1,000,000
Rail	2014-EL-TMC-0268-W	Construction of railway infrastructure in section Rododafni (Km 91,5) - Psathopirgos (Km 113) of the new railway line Athens - Patras, part of Orient/East-Med corridor	FO 1	Core Network Corridors	Works	100%	01/01/2014	30/09/2018	186,988,204	261,998,324
Rail	2014-EL-TMC-0651-W	Completion of the new, double, high speed, electrified railway line Tithorea-Lianonkladi-Domokos, 106km long	FO 1	Core Network Corridors	Works	100%	01/01/2014	31/12/2018	260,357,763	385,829,525
Rail	2014-HU-TMC-0309-S	Design and Study for the Modernisation of the Békéscsaba (excl.) – Lőkősháza (country border) railway line section	FO 1	Core Network Corridors	Studies	100%	24/09/2015	30/10/2018	3,774,000	4,440,000
Rail	2014-HU-TMC-0508-W	Connection of the railway line Budapest-Arad to the multi-modal hub at Budapest Airport	FO 1	Core Network Corridors	Works	100%	01/01/2014	30/09/2019	14,841,000	17,460,000
Rail	2014-RO-TMC-0140-S	P.2 - The Feasibility study for the rehabilitation of the Craiova – Drobeta Turnu Severin – Caransebes railway line, part of the Orient/East-Mediterranean Corridor.	FO 1	Core Network Corridors	Studies	100%	01/11/2015	01/11/2017	8,432,425	9,920,500

Transport Mode	Project Code	Title	Funding Objective	Priority	Type	Actual Corridor Share	Actual Start Date	Actual End Date	Actual Funding	Actual Costs
Rail	2014-RO-TMC-0202-S	P.3 - The revision of the Feasibility Study for the Rehabilitation of Craiova-Calafat railway line, component of Orient/East-Mediterranean Corridor	FO 1	Core Network Corridors	Studies	100%	01/11/2015	15/01/2019	1,476,345	1,736,877
Rail	2015-BG-TM-0045-W	Modernization of the railway section Kostenets – Septemvri	FO 1	Core Network Corridors	Works	100%	01/10/2016	31/12/2020	151,518,982	178,257,626
Rail	2015-CZ-TM-0099-M	Modernisation of selected sections of the railway line Pardubice – Česká Třebová	FO 1	Core Network Corridors	Studies	100%	18/03/2016	31/03/2020	14,532,698	17,097,292
Rail	2015-CZ-TM-0214-W	Reconstruction of the Negrelli Viaduct	FO 1	Core Network Corridors	Works	100%	01/04/2017	30/04/2020	36,646,713	47,432,971
Rail	2015-CZ-TM-0238-M	ETCS Kolin - Praha Junction (including)	FO 1	ERTMS	Mixed	100%	30/11/2016	30/11/2018	7,442,839	8,756,281
Rail	2015-EL-TM-0253-W	Construction of railway infrastructure in section Psathopirgos-Patras(Bozaitika), of axis Athens-Patras, part of OEM Corridor	FO 1	Core Network Corridors	Works	100%	16/02/2016	31/12/2020	78,537,184	112,003,971
Rail	2015-HU-TM-0053-W	Stage 2 of deployment of the GSM-R system on the TEN-T Railway Core Network in Hungary	FO 1	Core Network Corridors	Works	20%	01/09/2016	30/12/2020	9,898,363	11,645,133
Rail	2015-HU-TM-0134-W	Upgrade of the Budapest South Railway Bridge	FO 1	Core Network Corridors	Works	100%	01/01/2017	31/12/2020	97,105,657	114,241,949
Rail	2015-HU-TM-0189-S	Preparatory activities for the upgrade of the Hegyeshalom – Rajka (HU-SK border) railway line section	FO 1	Core Network Corridors	Studies	100%	16/02/2016	31/10/2018	1,898,715	2,233,782
Rail	2015-SK-TM-0207-M	Modernisation of two sections of the CZ/SK state border – Devínska Nová Ves railway line	FO 1	Core Network Corridors	Mixed	100%	17/02/2016	31/12/2020	200,440,129	273,079,195
Rail	2016-BG-TMC-0047-M	Development of Plovdiv Railway Node	FO 1	Core Network Corridors	Mixed	100%	15/02/2017	15/12/2020	87,955,649	103,477,234
Rail	2016-CZ-TMC-0014-W	Modernisation of the Čelákovice railway station	FO 1	Core Network Corridors	Works	100%	31/01/2017	31/07/2019	24,398,379	29,370,867

Transport Mode	Project Code	Title	Funding Objective	Priority	Type	Actual Corridor Share	Actual Start Date	Actual End Date	Actual Funding	Actual Costs
Rail	2016-CZ-TMC-0038-M	Upgrade of the Lanžhot-SK border railway line	FO 1	Core Network Corridors	Mixed	100%	15/12/2017	31/10/2021	16,100,370	20,909,571
Rail	2016-CZ-TMC-0102-M	Upgrade of the Mstětice - Praha-Vysočany railway line	FO 1	Core Network Corridors	Mixed	100%	19/09/2017	31/03/2023	131,496,521	158,296,041
Rail	2016-CZ-TMC-0106-M	Upgrade of the Lysá nad Labem - Čelákovice railway line	FO 1	Core Network Corridors	Mixed	100%	26/06/2017	30/06/2022	42,491,999	51,152,039
Rail	2016-EL-TMC-0288-W	Upgrade of the Athens (RS)–Tris Gefires railway section	FO 1	Core Network Corridors	Works	100%	16/05/2017	31/12/2022	40,363,249	56,278,931
Rail	2016-HU-TMC-0319-S	Budapest Railway Node Strategic Development Study	FO 1	Core Network Corridors	Studies	100%	01/01/2018	29/02/2020	1,266,500	1,490,000
Rail	2016-SK-TMC-0220-S	Upgrade of the railway line Devínska Nová Ves - SK/CZ state border, Malacky-Kúty section	FO 1	Core Network Corridors	Studies	100%	07/02/2017	31/12/2022	12,900,135	15,176,629
Rail	2017-CZ-TM-0020-W	Removing selected bottlenecks on pre-identified sections on the Core Network Corridors of the Czech Republic	FO 1	Core Network Corridors	Works	62%	01/03/2019	31/12/2022	23,736,269	118,681,344
Rail Total									1,707,963,045	2,337,430,251
Road	2014-AT-TA-0063-S	Reinforcing the Baltic-Adriatic Corridor between Vienna and Brno by extending the Austrian A5 North motorway as a cross-border project with the Czech R52 (Planning of the A5 North motorway, section between Poysbrunn and the national border)	FO 1	Projects on Core and Comprehensive	Studies	100%	01/01/2015	31/12/2018	1,322,166	2,644,332

Transport Mode	Project Code	Title	Funding Objective	Priority	Type	Actual Corridor Share	Actual Start Date	Actual End Date	Actual Funding	Actual Costs
Road	2014-AT-TA-0064-M	Reinforcing the Baltic-Adriatic Corridor between Vienna and Brno by extending the Austrian A5 North motorway as a cross-border project with the Czech R52 (Planning and construction of the A5 North motorway, Schrick-Poysbrunn section)	FO 1	Projects on Core and Comprehensive	Mixed	100%	01/01/2015	31/12/2018	21,077,519	200,060,723
Road	2014-EU-TM-0196-S	FAST-E (DE/BE)	FO 2	Innovation	Studies	15%	01/09/2014	30/09/2018	1,313,978	2,627,955
Road	2014-EU-TM-0318-S	Connecting Hydrogen Refuelling Stations (COHRS)	FO 2	Innovation	Studies	5%	01/09/2015	30/06/2019	648,889	1,297,779
Road	2014-EU-TM-0477-S	GREAT (Green Region for Electrification and Alternatives fuels for Transport)	FO 2	Innovation	Studies	1%	01/01/2015	31/03/2019	69,994	139,988
Road	2014-EU-TM-0563-W	CROCODILE 2	FO 3	ITS	Works	20%	01/01/2015	31/12/2018	1,651,400	8,257,000
Road	2014-EU-TMC-0568-S	FAST-E (SK/CZ)	FO 2	Innovation	Studies	25%	01/09/2014	30/09/2018	542,959	638,775
Road	2014-HU-TMC-0629-M	PAN-LNG Project	FO 2	Innovation	Mixed	20%	02/06/2015	30/06/2018	2,887,159	3,396,658
Road	2015-CZ-TM-0333-M	Studies for construction of Motorway D52, Bavory – state border CZ/AT section	FO 1	Other sections of the Core Network	Studies	100%	01/02/2017	30/11/2019	902,093	1,061,286
Road	2015-CZ-TM-0357-S	EV Fast Charging Backbone Network Central Europe	FO 2	Innovation	Studies	25%	18/02/2016	31/12/2018	491,938	578,750
Road	2015-CZ-TM-0430-M	Extension of the rest area Střechov on motorway D1	FO 2	Safe and secure infrastructure	Mixed	100%	01/10/2016	01/11/2019	9,198,700	10,822,000
Road	2015-EU-TM-0204-S	EAST-E	FO 2	Innovation	Studies	30%	01/03/2016	31/12/2018	1,516,740	1,784,400
Road	2015-EU-TM-0261-M	Expansion of safe & secure truck parking spaces and truck parking information systems on the TEN-T core network in Austria and Germany (Bavaria)	FO 2	Safe and secure infrastructure	Mixed	5%	16/02/2016	31/12/2018	153,166	695,931
Road	2015-EU-TM-0422-S	LNG motion: Fuelling trucks with LNG/CNG along the core network	FO 2	Innovation	Studies	11%	16/02/2016	31/12/2020	3,054,161	6,108,322

Transport Mode	Project Code	Title	Funding Objective	Priority	Type	Actual Corridor Share	Actual Start Date	Actual End Date	Actual Funding	Actual Costs
Road	2015-HU-TM-0087-M	Upgrading the M15 expressway to a 2-lane, dual carriageway, motorway between the M1 Motorway and Rajka (HU-SK border)	FO 1	Core Network Corridors	Mixed	100%	16/02/2016	31/12/2019	54,962,645	64,661,935
Road	2015-HU-TM-0315-M	CNG Clean Fuel Box Project	FO 2	Innovation	Mixed	52%	01/10/2016	31/12/2018	5,133,874	6,039,852
Road	2015-HU-TM-0358-W	CROCODILE_2.0_HU	FO 3	ITS	Works	50%	16/02/2016	31/12/2018	2,522,577	2,967,738
Road	2015-RO-TM-0137-M	Setup and ITS connectivity of safe and secure truck parking areas in Romania along the TEN-T Core Network Corridors	FO 2	Safe and secure infrastructure	Mixed	40%	17/02/2016	28/02/2018	1,700,000	2,000,000
Road	2015-RO-TM-0373-M	CNG ROMANIA: Initial Market Deployment of a Refuelling Station Network along the Core Network Corridors	FO 2	Innovation	Mixed	17%	01/03/2016	31/12/2019	753,168	886,080
Road	2015-SK-TM-0320-S	NCE-FastEvNet	FO 2	Innovation	Studies	3%	01/03/2016	30/03/2019	97,767	115,020
Road	2016-CY-TMC-0258-W	Construction of the Lefkosia South Orbital Motorway (Phase A)	FO 1	Core Network Corridors	Works	100%	09/10/2017	31/12/2022	43,837,143	51,573,109
Road	2016-CZ-TMC-0191-M	Extension of the Humpolec rest area on D1 motorway	FO 2	Safe and secure infrastructure	Mixed	100%	07/02/2017	01/11/2019	1,398,016	1,644,725
Road	2016-CZ-TMC-0296-S	CEZ EV TEN-T Fast Charging Network	FO 2	Innovation	Studies	50%	08/02/2017	30/06/2020	1,248,225	1,468,500
Road	2016-DE-TM-0332-S	LNG4Trucks	FO 2	Innovation	Studies	7%	07/02/2017	31/12/2020	670,960	1,341,920
Road	2016-EL-TM-0227-S	STUDY ON A PILOT CNG FILLING STATION NETWORK ACROSS THE GREEK PART OF THE ORIENT EAST MEDITERRANEAN ROAD CORRIDOR	FO 2	Innovation	Studies	100%	01/09/2017	28/02/2020	4,544,150	9,088,300
Road	2016-EU-TM-0023-M	North European cross-border ITS phase 3 – NEXT-ITS 3	FO 3	ITS	Mixed	7%	01/01/2018	31/12/2020	681,408	3,304,672
Road	2016-EU-TM-0121-W	High speed electric mobility across Europe	FO 2	Innovation	Works	4%	01/07/2017	31/12/2020	406,720	2,033,600
Road	2016-EU-TM-0163-W	CROCODILE 3	FO 3	ITS	Works	33%	01/01/2018	31/12/2020	907,830	4,539,150

Transport Mode	Project Code	Title	Funding Objective	Priority	Type	Actual Corridor Share	Actual Start Date	Actual End Date	Actual Funding	Actual Costs
Road	2016-EU-TMC-0344-W	Comprehensive fast-charging corridor network in South East Europe	FO 2	Innovation	Works	12%	01/05/2017	31/12/2020	411,403	514,254
Road	2016-EU-TMC-0350-S	NEXT-E	FO 2	Innovation	Studies	17%	01/03/2017	31/12/2020	3,203,565	3,768,900
Road	2016-EU-TMC-0351-S	URBAN-E: e-Mobility, Infrastructure and Innovative Intermodal Services in Ljubljana, Bratislava and Zagreb	FO 3	Nodes of the Core Network	Studies	28%	01/03/2017	31/12/2020	1,064,588	1,252,457
Road	2016-HR-TMC-0162-W	CROCODILE 3 Croatia	FO 3	ITS	Works	50%	01/01/2018	31/12/2020	2,080,800	2,448,000
Road	2016-HU-TMC-0216-M	C-ROADS Hungary („Infrastructure for Connected and Automated driving“)	FO 3	ITS	Mixed	50%	07/02/2017	31/12/2020	848,058	997,716
Road	2016-HU-TMC-0300-W	CROCODILE 3 HU	FO 3	ITS	Works	50%	01/01/2018	31/12/2020	890,461	1,047,601
Road	2016-SK-TMC-0320-S	LBG: Fuelling Renewable Transport in the Visegrad countries	FO 2	Innovation	Studies	40%	07/02/2017	31/12/2020	11,030,655	12,977,241
Road	2017-DE-TM-0064-W	EUROP-E: European Ultra-Charge Roll Out Project - Electric	FO 2	Innovation	Works	5%	15/07/2017	31/12/2021	1,955,269	9,776,345
Road	2017-EU-TM-0065-W	Central European Ultra Charging	FO 2	Innovation	Works	13%	01/01/2018	31/05/2021	1,605,189	8,025,944
Road	2017-EU-TM-0068-W	MEGA-E: Metropolitan Greater Areas - Electric	FO 2	Innovation	Works	4%	01/08/2017	31/12/2021	1,172,013	5,860,066
Road Total									187,957,346	438,447,022

